THE

CHINA MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4458. 號三十月十年七十七百八千一英 HONGKONG, SATURDAY, OCTOBER 13, 1877. 日七初月九年丑丁 PRICE, $24 PER ANNUM.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 8, *Clement's Lane, Lombard Street*. GEORGE STREET, 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E. C. BATES, HENDY & Co., 4, *Old Jewry*, E.C. SAMUEL DEACON & Co., 160 & 164, *Leadenhall Street*.

NEW YORK:—ANDREW WIRD, 133, *Nassau Street*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

SINGAPORE AND STRAITS:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.

CHINA:—*Swatow*, QUELCH & CAMPBELL, *Amoy*, WILSON, NICHOLLS & Co. *Foochow*, HEDGE & Co. *Shanghai*. LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars.
RESERVE FUND,..... 650,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPPIUS, Esq.

Deputy Chairman—F. D. SASSOON, Esq.

E. R. BELLIOS, Esq. | WILHELM REINERS, Esq.
W. H. FORBES, Esq. | ED. TOBIN, Esq.
HON. W. KESWICK.
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq.

MANAGER.

Shanghai,.....EWEN CAMERON, Esq.

LONDON BANKERS.—*London and County Bank.*

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL,.....£800,000.
RESERVE FUND,.....£110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application. de6

Intimations.

HONGKONG RACES, 1878.

THE HONGKONG DERBY.—Sweepstakes of $20 each, half-forfeit if declared on or before the day of closing Entries, with $100 added for 1st Pony, and $50 for 2nd. For all China Ponies *bonâ fide* Griffins at date of Entry (1st February, 1878). First Pony, 70 per cent; Second, 20 per cent; Third, 10 per cent. Weight 10st. 7 lbs. One-mile-and-a-half. (Nominations close on THURSDAY, the 27th December, 1877, addressed to the Clerk of the Course at the Club).

By Order,
DENIS CREAGH,
Capt. 28th Regt.,
Clerk of the Course.
Hongkong, October 11, 1877. oc26

DENTAL NOTICE.

DR. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th Instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'UNIVERS.

Office hours, 8 to 12 Noon and 2 to 4 p.m.

Hongkong, September 22, 1877.

Intimations.

G. FALCONER & Co.,
WATCH AND CHRONOMETER MANUFACTURERS,
AND
JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
46, Queen's Road Central.
Hongkong, August 20, 1877. fe20

IN THE GOODS OF
JAMES SMITH FERRIES,
Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "*ZEALANDIA*," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIRN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 22nd day of September 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIRN at his address aforesaid, or to the Undersigned WILLIAM HENRY BRERETON, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BRERETON, 29 Queen's Road, Hongkong, on or before *the 15th day of January*, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution.

Dated this 3rd day of October, 1877.

WM. H. BRERETON,
Solicitor for the said JOHN FAIRBAIRN.
ja16

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, August 1, 1877. no1

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of *Twenty per cent* (20 %) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 1, 1877. no1

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED.
PIANOS ON HIRE, by the Month or Occasionally.
PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by LUDERS and RÜBNER, Zeitz—Just Received from Germany, and specially constructed for this climate to the order of the Undersigned.

Orders from any of the Outports in the East, will meet with prompt attention if addressed:

Care of Messrs LANE, CRAWFORD & Co.,
or " Messrs GAUPP & Co.

A. HAHN.
Hongkong, September 7, 1877.

DENTAL NOTICE.

DR. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONGKONG about the 15th of September.

Hongkong, August 6, 1877.

Intimations.

CONDENSED EGGS.

THIS NEW ARTICLE, recently placed upon the Market, consists simply of fresh-laid HENS' EGGS, from which most of the water has been evaporated, and being hermetically sealed, remains perfectly sound.

The EGGS thus condensed are obtained in the Empire of China, and canned in the immediate vicinity in which they are produced, thereby avoiding the deterioration to which EGGS are subjected when transported in the shell. So that, in point of fact, the CONDENSED EGGS preserved under the patent of A. R. DAVIS, furnish to the consumer, EGGS possessing more perfectly the properties of fresh-laid EGGS than those ordinarily supplied to any city.

The CONDENSED EGGS will beat up into light froth as readily as EGGS taken immediately from the shell, and are equally valuable in making Cakes, Custards, Creams, Pastry, Puddings, Egg-Nog, &c., &c.

ECONOMY.

For Hotels, and Restaurants, or for Families, or Vessels at sea, this Article is invaluable, as there is no loss from breakage or decay, and a tin will keep for any length of time after opening, being sealed only for transportation.

One Table-spoonful is equal to one Egg. Add equal amount of water (warm is preferable); dissolve it well; then use same as any Egg.

LAMMERT, ATKINSON & Co.,
Agents for Hongkong.
MUSTARD & Co.,
General Agents at Shanghai. oc24

COSMOPOLITAN DOCKS.

THE Undersigned, until further notice, offer to REMETAL VESSELS, Furnishing all Material and Labor, except METAL and NAILS, for TWENTY-FIVE CENTS per Sheet.

IRON STEAMERS and SAILING VESSELS requiring Three Coats Paint or Tallow, *Thirty* Cents per Ton Register.

W. B. SPRATT & Co.,
Proprietors.
Hongkong, October 10, 1877. no10

NOTICE.

OFFICE OF THE YANG-TSZE INSURANCE ASSOCIATION.

SHANGHAI, 8th October, 1877.

IN pursuance of a Resolution passed at the GENERAL MEETING of the ASSOCIATION held on the 5th July, 1877, a Return of Capital of ONE HUNDRED AND FIFTY TAELS per SHARE will be made at the Office of the Secretaries on the 15th Instant, to Shareholders of record the 10th Instant.

Warrants will be delivered by the Undersigned to Shareholders, or their lawful Representatives on presentation of Share Certificates.

RUSSELL & Co.,
Secretaries.
oc26

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN of CAPITAL at the Rate of FIVE TAELS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Undersigned to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive.

By Order,
RUSSELL & Co.,
Liquidators.
Shanghai, October 2, 1877.

DEVOE'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS AND PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the cases, and the words "DEVOE M'F'G CO. PATENTS" are stamped on the top of the can.

THE DEVOE MANUFACTURING Co.,
80 Beaver and 127 Pearl Streets,
NEW YORK, U. S. A.
jy11

For Sale.

LAMMERT, ATKINSON & CO.
HAVE FOR SALE,
EX STEAMSHIPS
"*YORKSHIRE*," "*MADAGASCAR*,"
"*CITY OF TOKIO*," &c., &c.

1877.
NEW SEASON'S (MAY) BUTTER.
The First Shipment of Busch & Co.'s Celebrated Cowbrand DANISH BUTTER.
In Tins of 1 lb. each, 60 Cents per lb.
In Tins of 2 lb. each, 55 Cents per lb.
In Tins of 4 lb. each, 50 Cents per lb.

Fresh supplies of CROSSE & BLACKWELL'S OILMANS' STORES, and American Family MESS STORES,—As per their JULY PRICE LIST.

(*All Stores sold by L. A. & Co. are of the Very Best Quality.*)

Chappell & Co.'s New and Popular MUSIC and SONGS.

Very Superior California BLANKETS, 12/4 and 14/4.
California KNEE BOOTS.
Dawson's Best London-made GENTLEMEN'S BOOTS.
HORSE BLANKETS.
Central and Pin-fire CARTRIDGE CASES.
Gun-Wads, PERCUSSION CAPS.
BILLIARD TABLE CLOTHS.
ROCKETS and BLUE-LIGHTS.
HOTH'S RUSSIAN ROPE and TARRED LINES.
FISHING LINES and WHITE LINES, of all descriptions.
INDIA RUBBER SHEETS, and Insertion of all Sizes.
INDIA RUBBER and CANVAS DELIVERY and SUCTION HOSE.
Cabin Suspension LAMPS.
Cabin CANDLESTICKS.
FENDERS and FIRE IRONS.
Japanned TOILET SETS.
CARRIAGE LAMPS, and CARRIAGE CANDLES.
WATER FILTERS.
Gosnell's HAIR BRUSHES, TOOTH BRUSHES, and NAIL BRUSHES.
A Fine Assortment of DE LA RUE'S STATIONERY, BOOKS.
NOVELS, WORKS OF REFERENCE, SCHOOL BOOKS.
&c., &c., &c.
Hongkong, September 15, 1877.

FOR SALE.

L. TAMPIER & Co.'s BURGUNDY, Beaune and Pommard, in Pints.
FRIMINET & FILS CLARET LABARDE, in Quarts and Pints.
IRISH and SCOTCH WHISKY.
OLD TOM GIN.
PORT 1847.
WIELER & Co.
Hongkong, October 12, 1877. oc19

FOR SALE.

CHAMPAGNE 1874, HEIDSIECK & Co.'s MONOPOLE.
DEETJEN & Co.
Hongkong, October 2, 1877. no1

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.
Apply to SIEMSSEN & Co.
Hongkong, June 22, 1876.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I., A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tübingen.

Price: TWO DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Notices of Firms.

NOTICE.

THE Interest and Responsibility of Mr F. RAPP in our Firm CEASED from This Day.

F. BLACKHEAD & Co.
Hongkong, October 1, 1877. no1

NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co.
Hongkong, September 22, 1877.

NOTICE.

FROM This Date Mr EDWARD SHEPPARD and Mr M. W. GREIS, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr F. F. ELWELL at Amoy.

RUSSELL & Co.
China, June 1, 1877. de1

Entertainment.

THEATRE ROYAL,
CITY HALL,
HONGKONG.

POSITIVELY LAST THREE PERFORMANCES.

This Evening,
October 13th,
AND
Monday, & Tuesday Evenings,
October 15th, and 16th, 1877.

THE COMPANY WILL POSITIVELY LEAVE OCTOBER 17TH, FOR CALCUTTA.

THE FAMOUS ROYAL ILLUSIONISTS,
From ENGLAND'S HOME OF MYSTERY, the EGYPTIAN HALL, LONDON; where their unparallelled Entertainments were presented nightly to crowded audiences for over two years.

In their unique and STARTLING WONDERS.

Their profoundly
MYSTERIOUS SEANCES
have been given in the presence of the Crowned heads and Nobility of EUROPE and before Vast and Intelligent Assemblages throughout the civilized world, astonishing and confounding the wisest of all Countries.

PROGRAMME:

PART I.
"AN HOUR IN DREAMLAND WITH KELLAR."

Intermission of Ten Minutes.

PART II.
"THE WONDERFUL CABINET SEANCE"—KELLAR, assisted by LING LOOK.

Intermission of Ten Minutes.

PART III.
"LA CENA INFERNAL," by the inimitable LING LOOK.

ADMISSION: $2.00
To all Parts of the House.

Seats can now be secured at Messrs LANE, CRAWFORD & Co., where Plan of the Hall can be seen.

Doors Open at 8.30, Commence at 9 o'clock sharp.

Chairs may be ordered for 11.15 p.m.

Hongkong, October 13, 1877. oc17

Shipping.

Steamers.

FOR SINGAPORE.
The Departure of the Steamer "*JAVA*," Capt. WEBER, for the above Port is POSTPONED until MONDAY, the 15th Instant, at 3 p.m.
For Freight or Passage, apply to HOP KEE & Co.
Hongkong, October 12, 1877. oc15

FOR SWATOW, AMOY & FOOCHOW.
The Steamship "*YESSO*," Capt. S. ASHTON, will be despatched for the above Ports on TUESDAY, the 16th Inst., at Daylight.
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, October 11, 1877. oc16

FOR SINGAPORE, PENANG AND CALCUTTA.
The British Steamship "*JAPAN*," Capt. H. DE SMIDT, will leave this for the above Ports on THURSDAY, the 18th Instant, at 3 p.m.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, October 10, 1877. oc18

FOR SINGAPORE, PENANG AND CALCUTTA.
The Steamship "*ARGYLL*," Captain STOTT, will leave for the above Ports on THURSDAY, the 18th Instant, at 3 p.m.
For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, October 10, 1877. oc18

FOR COOKTOWN AND SYDNEY.
(Taking Cargo at through rates for all Australian and New Zealand Ports.)
The Steamship "*OCEAN*" will load as above, and be despatched on or about the 1st of November.
For Freight or Passage, apply to JARDINE, MATHESON & Co.,
Agents.
Hongkong, October 4, 1877.

Shipping.

Sailing Vessels.

FOR NEW YORK.
The *A* 1 American Ship "*H. S. SANDFORD*," A. SLEEPER, Master, will load here for the above Port, and have early despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, September 26, 1877. oc26

FOR LONDON.
The 100 *A* 1 British Barque "*WOODVILLE*," T. E. NELSON, Master, will load here and have quick despatch.
For Freight, apply to MEYER & Co.
Hongkong, September 26, 1877.

FOR NEW YORK.
The *A* 1 British Barque "*CHINAMAN*," Capt. A. MACKENZIE, will load here, and have quick despatch for the above Port.
For Freight, apply to DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, October 6, 1877.

FOR MELBOURNE & SYDNEY.
The Portuguese Ship "*ALVA*," Captain SOUZA, will load here for the above Ports, and will have quick despatch.
For Freight or Passage, apply to HOP KEE & Co.
Hongkong, October 6, 1877.

FOR NEW YORK.
The *A* 1 British Ship "*ISLES OF THE SOUTH*," DENNETT, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, October 10, 1877.

FOR NEW YORK.
The *A* 1 British Bark "*ABERLADY*," J. NICOLL, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, August 16, 1877.

FOR NEW YORK.
The *A* 1 British Barque "*GRASMERE*," HASTINGS, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, August 16, 1877.

FOR LONDON.
The * *A* 1 100 years splendid British Clipper Ship "*SYDENHAM*," A. MILLAR, Commander, will have quick despatch for the above Port.
For Freight, apply to VOGEL, HAGEDORN & Co.,
Agents.
Hongkong, September 27, 1877.

FOR LONDON.
The *A* 1 British Barque "*GEO. CROSHAW*," GEO. IRVING, Master, will have early despatch as above.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, July 28, 1877.

FOR SAN FRANCISCO.
The 3/3 L. I. I. German Ship "*GALATEA*," JAEGER, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, September 10, 1877.

FOR SAN FRANCISCO.
The *A* 1 British Ship "*JUBILEE*," J. HARRIS, Master, will load here for the above Port, and will have immediate despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, September 1, 1877.

FOR HAMBURG.
The *A* 1 British Bark "*LORD MACAULAY*," Capt. MONKMAN, will load for the above Port, and will have quick despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, July 20, 1877.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

Also,

PONDICHERRY, MADRAS, CALCUTTA AND BOMBAY.

ON THURSDAY, the 18th October, 1877, at Noon, the Company's S. S. *YANG-TSE*, Commandant Rafatel, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th October, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,
Agent.

Hongkong, October 10, 1877. oc18

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 24th Instant, 1877, at 12 o'Clock Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe VIA OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 23rd Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., *Agents.*

Hongkong, October 4, 1877. oc24

STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London, via Bombay,

Also,

Bombay, Madras, Calcutta, and Australia.

THE Peninsular and Oriental Steam Navigation Company's Steam-ship *GEELONG*, Captain Fraser, will leave this on THURSDAY, the 25th October, at Noon.

For further Particulars, apply to

A. LIND, *Superintendent.*

Hongkong, October 12, 1877. oc25

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE CENTRAL
and
UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "*OCEANIC*" will be despatched for San Francisco via Yokohama, on THURSDAY, the 8th November, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 7th November. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 27, Queen's Road Central.

G. B. EMORY, *Agent.*

Hongkong, October 5, 1877. oc9

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

Capital,—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the nett amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against *Fire* to the extent of $45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

Established 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

Incorporated By Royal Charter of *His Majesty King George The First*, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20 % allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1875.

Insurances.

YANGTSZE INSURANCE ASSOCIATION.

Capital—Fully Paid-up	Tls. 420,000
Permanent Reserve	„ 230,000
Special Reserve Fund	„ 75,000
Total Capital and accumulations this date	Tls. 725,000

Directors:

F. B. Forbes, Esq., *Chairman.*
M. W. Boyd, Esq. | C. Kress, Esq.
M. P. Evans, Esq. | C. Lucas, Esq.

Secretaries:

Messrs. Russell & Co., Shanghai.

London Bankers:

Messrs. Baring Brothers & Co.

Agents.

Hongkong, London, San Francisco, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12 % for interest on Shareholders' Capital, All the Profits of the Underwriting Business will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, October 1, 1877.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

Capital One Million Dollars.

Directors.

Kwok Acheong, Merchant.
Pang Yim, Merchant.
Ho Sam, of Hop Yik Chan, Merchant.
Loo Yee, of the Yee On Hong, Merchant.
Lee Sing, of Lai Hing Firm, Merchant.
Cheang Sing Yeong, Merchant.
Choy Chan, Merchant.

Manager—HO AMEI.

POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20 % on the Premia.

OFFICE, 43, *Bonham Strand.*

Hongkong, August 23, 1877. au28

To Let.

TO LET.

NOS. 4, and 5, Pedder's Terrace, Elgin Street.

Apply to

LANE, CRAWFORD & Co.

Hongkong, July 30, 1877.

AN OFFICE TO LET.

Apply to

LANDSTEIN & Co.

Hongkong, September 15, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. Kidd.
"Blanes Villa," Pok-foo-lum, Furnished.
House No. 9, Peddar's Hill.
House No. 2, Seymour Terrace.

DAVID SASSOON, SONS & Co.

Hongkong, October 9, 1877.

TO LET.

TOP FLOOR of the House now occupied by Mr A. Hahn, at Wanchai. Apply on the Premises.

Hongkong, September 11, 1877.

TO LET.

THE Dwelling House and Offices No. 1, D'Aguilar Street, lately in the occupation of Messrs Douglas Lapraik & Co.
The Dwelling House No. 10, Gough Street.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, July 9, 1877.

TO LET.

THE DWELLING HOUSE in Caine Road, at present in the occupation of H. du Pouey, Esq. Possession from 1st November next.

Apply to

JOHN JACK,
East Point.

Hongkong, September 7, 1877.

Intimations.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the *Chinese Mail* will be issued DAILY instead of TRI-WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at $4 per annum.

The charges for advertisements are now assimilated to those of the *China Mail*. The unusual success which has attended the *Chinese Mail* makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Ma Chun Ayin,
Manager.

China Mail Office,
17th February, 1874.

Intimations.

NOTICE.

A. MILLAR & Co.,
PLUMBERS, AND GAS FITTERS,
Queen's Road East,
HONGKONG.

September 15, 1877.

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the Hongkong Hotel Company, Limited, who will supply any information required.

By Order of the Directors,

LOUIS HAUSCHILD,
Secretary.

Hongkong, September 15, 1877. sp1

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

☞ Volume Sixth of the "CHINA REVIEW."

No. I.—Vol. VI.
—OF THE—
"CHINA REVIEW"
CONTAINS—

Chinese Studies and Official Interpretation in the Colony of Hongkong.
Constitutional Law of the Chinese Empire.
The Tang Hou Chi, A Modern Chinese Novel.
A Chinese Primer.
The Law of Inheritance.
Short Notices of New Books and Literary Intelligence.
Notes and Queries:—
Chinese Marriages.
Studies in Words.
The Educational Curriculum of the Chinese.
Restoration of the Old Sounds of the Chinese Language.
Notes on Chinese Grammar.
Russian Sinologists.
Assyria and China.
The Word "Swallow."
Corrigenda.—Chinese Studies and Official Interpretation in the Colony of Hongkong.

China Mail Office,
Hongkong, September 1, 1877.

AH YON,
SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya West,

SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES
Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

A NEW STOCK OF
NEAT JOBBING TYPES
HAVING BEEN RECEIVED
FROM ENGLAND,
THIS OFFICE IS PREPARED TO EXECUTE
BOOK & JOB PRINTING
OF EVERY DESCRIPTION
AT REASONABLE RATES.
FANCY BALL PROGRAMMES
ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS,
assorted colours.

MENU CARDS,
In Gold & Coloured Borders & Patterns

BOOKS BOUND IN APPROVED PATTERNS.

For Sale.

AGREEMENTS For Foreign-Going Ships,
Lady's and Gentleman's WASHING BOOKS,
CONTRACT PASSAGE TICKETS,
EXPORT CARGO REPORTS,
POWERS OF ATTORNEY,
CHARTER PARTIES,
SHIPPING ORDERS,
BILLS OF LADING,
PASSENGER LISTS,
BILLS OF SALE,
LOG BOOKS,
WILLS,
&c., &c., &c.

China Mail Office, 2, Wyndham Street, (Back of Club).

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The China Review, *or Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at $6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly *in advance*.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising *Review*. It is a sixty paged, bi-monthly, repertory of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the *Review*. Address *China Review*, Hongkong.—*Northern Christian Advocate* (U.S.)

Trübner's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper established under purely native direction. The editorial department is conducted by Mr Chun Ayin, whose experience and competence have already been most fully demonstrated. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

Intimations.

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
Governor of Hongkong;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,
Wyndham Street, formerly Athletic Club,

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. *Tigre*, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors in Cabinet and Carte de Visite sizes, Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

WASHING BOOKS.
(*In English and Chinese.*

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, $1 each.

China Mail Office.

KWONG HING CHEUNG & Co.,
Coal Merchants,

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr Ahyon has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr Fat Jack, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. ma19

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Heung Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsai Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Choong, Honam.

Swatow.—Sui Cheong Hong; Woh Shun Loong Hong

Amoy.—Chun Cheong Hong, Mook Kek Street.

Foochow.—Mr Yü Ching Cheong, Foochow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yue Chuen, Maritime Customs; Mr Chun Sing Hoi, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; *Argus* Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Foong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and *Peking Gazettes*, to circulate the *Chinese Mail* in the interior of China.

Hongkong, March 10, 1874.

Chair and Boat Hire.

Legalised Tariff of Fares for Chairs, Chair Bearers, and Boats, in the Colony of Hongkong.

Chairs and Ordinary Pullaway Boats.

Half hour, ...10 cts.	Hour, ...20 cts.
Three hours,..50 cts.	Six hours,.....70 cts.
Day (from 6 to 6),..	One Dollar.

Licensed Bearers (each).

Hour, ...	...10 cents.
Half day, ...	35 cents.
Day, ...	...60 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day, ...	$3.00
1st Class Cargo Boat of 8 or 900 piculs, per Load, ...	2.00
2nd Class Cargo Boat of 600 piculs, per Day, ...	2.50
2nd Class Cargo Boat of 600 piculs, per Load, ...	1.75
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, ...	1.50
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load, ...	1.00
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day, ...	50

Sampans.

or Pullaway Boats, per Day, ...	$1.00
„ One Hour, ...	20
„ Half-an-Hour, ...	10

After 8 P.M.,.....10 cents extra.

Nothing in this Scale prevents private agreements.

That for the Street Coolies is as follows:—

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day,	88 cents.
Half Day,	30 „
Three Hours,	12 „
One Hour,	5 „
Half Hour,	3 „

Nothing in the above Scale is to affect private agreements.

entry into this province is entirely free from Lekin. In both provinces this exemption will hold good for three months. These steps have had an appreciable effect on the rice market, prices having already gone down considerably.

The usual fortnightly Entertainment will be given at the Temperance Hall on Monday evening next, commencing at ½-past 8; admission being free as hitherto. The programme is as follows:—

1.—Pianoforte Solo, Selections from Ernani.
2.—Song, Hark, I hear an angel sing.
3.—Song—with Guitar accompaniment, The old Log Cabin.
4.—Reading, A Strange Yarn.
5.—Song, Hearts of Oak.
6.—Pianoforte Solo, The Harmonious Blacksmith.
7.—Song.
8.—Reading, Elbow Room.
9.—Song, Belle Mahone.
10.—Duet for Banjo and Flute.
11.—Song, The Skipper and his Boy.
12.—Song—Banjo accompaniment, Jog Along, do.

The A.D.C. of the 28th Regiment repeated their performance at the Garrison Theatre last evening to a crowded house. We believe this is their first attempt at any sensational piece, and, if so, they are to be congratulated on its success. The acting of Mr Powell as *Jacob Thorne* was really of a high standard, and under better advantages than those afforded at the Garrison Theatre, few Amateurs would probably be able to surpass him in that particular character. He was equally at home in the rôle of *Taraxicum Twitters* in "My Turn Next." Mr H. Dennard as *Joshua Vere* (a country clergyman) was also exceedingly good, but the part was perhaps a little overacted. Miss Stevenson made an exceedingly good *Jessy Vere*, although her voice is naturally a little too masculine for the part. Mrs Rice as *Polly Perkins* was the very essence of a pretty self-willed servant maid. Messrs Sampson and Clark made a pair of very good scoundrels, the former's humour keeping the house in roars of laughter. The second piece "My Turn Next" was well sustained throughout and created much amusement, the performers evidently enjoying the fun as much as anybody. Sergeant Bull favoured the audience with two or three songs during the interval between the pieces, having twice to respond to hearty and well-earned encore. The Corps has evidently devoted considerable trouble and expense to the improvement of the scenery. A rural retreat was very well painted, and is we believe the work of one of the Amateurs. As will be seen by an advertisement in another column they have been specially requested to give a repetition on Friday next.

LOSS OF THE BRITISH BARQUE *MERSE*.

The British barque *Merse*, Capt. Robertson, which left this in ballast on the 30th ultimo bound for Newchwang, has become a total wreck. The Chief Officer, Mr William Smith, and seven hands, arrived here in one of the ship's boats about 2 o'clock this afternoon. From what we can gather it appears that the *Merse* had experienced moderate weather up to the time of the accident, and on the night of Tuesday, the 9th instant, about 11 o'clock, she struck on the N.W. end of the Pratas Shoal. The night was dark and there was a moderate North-easterly wind blowing. Steps were at once taken to lighten the ship, and the hands were employed for two days discharging ballast, while soundings were taken in a boat all round the ship to endeavour to find a passage out of the shoal water. The efforts to float her were so far successful that she was moved a few yards from her first position, but she again stuck fast worse than before. The upper yards were taken down and pro- ns and water landed on the island, to meet pressing emergency which might arise. chors were got out to keep her from drifting farther on to the reef, but it soon became evident that all efforts to save the unfortunate vessel were hopeless, so, on the third day, after consulting with the officers, Capt. Robertson decided to abandon her. Two boats were accordingly provisioned and a portion of the crew's clothing placed into the boats—the Captain and 2nd mate and six others going in one boat, and the Chief officer, cook, five able seamen and an apprentice in the other. The Captain's party have not yet put in an appearance, but as the weather is moderately fine, little fear need be entertained of their safety; they will probably reach port to-morrow. The Chief Officer says that when they left the ship on Tuesday, they saw the crew of a junk making for the wreck in boats, so that she will doubtless be pretty well stripped by this time. The *Merse* was a vessel of 699 tons register, built in Sunderland in 1853, and was owned by Messrs J. Willis and Sons, of London. The following are the names of the men who arrived to-day:—

William Smith (chief officer), John Kirk (cook), Charles Gnadt, Henry Sands, and Auguste Obarg (able seamen), Percy Cullen (apprentice), and the carpenter (Chinese).

Police Intelligence.

(*Both Magistrates sitting.*)

13*th October*, 1877.

OBSTRUCTION &c.

Tsang Ahgai, a contractor, was summoned by Inspector McKinney for depositing a quantity of rubbish and building materials on the foot-path in Arbuthnot Road and on the steps that lead up to Chancery Lane. The defendant had been doing some work in the gaol, and he allowed his men to place the rubbish there. Fined $5.

INVULNERABLE TO BRIBERY.

Ching Achew, a chair-coolie, was arrested by P. C. No. 253, for being out without a pass. On the way to the Station he offered the apprehending Constable $1 to release him. Fined $3, or ten days' hard labour. The dollar offered as bribe was forfeited to the Poor Box.

A PETTY THEFT.

Wong Atsoi, a farmer unemployed, was charged with stealing a fowl. He was identified as having been several times in Gaol, and had been branded and deported. Committed for trial at the Supreme Court.

LARCENY.

Five Chinamen were again brought up to answer the charge of stealing a bag of sugar from the store of the Hop Hing Hong.—Ng Akap, a godown coolie employed to look after this godown, stated that on the night of the 11th inst., about 10 o'clock, he retired to bed, everything being secure. About 3 a.m. on the 12th, he was roused up by a policeman, when he found a bag of sugar, which had been stored near a window which was barred with irons but not closed, had been cut open and the contents abstracted.—Lew Apo, P.C. No. 250, stated that he was on duty at the Praya near the Sailor's Home on the night of the 11th. About 9.30 p.m. he saw the 4th and 5th defendants come out of the lane which led to the go down in question. Shortly afterwards he saw the 2nd prisoner returning with a mat in his hand, followed by the other prisoners. He had suspicion of them, and watched them. He went up to the entrance of the lane, when he heard an alarm raised in the shape of a cough from some one. He therefore went round by the Queen's Road side and watched there. He saw five men, the prisoners, come out of the lane, each having a bag or something in his hand. He followed them and saw them enter No. 14 Leong Wah Tai Lane. He then went to the West Point Station and reported *to* the Sergeant. A party of police went to the house and arrested the prisoners, and there found 120 lbs. of sugar, similar to what the prosecutor had in his godown. The prisoners were committed for trial.

CORRESPONDENCE.

PRIZE VEGETABLE SEEDS.

To the Editor of the "China Mail."

Oct. 13, 1877.

Sir,—I am sorry to trouble you again, but, this is my last.

If Mr Romano will take the trouble, as I have done, to refer to the file of the *Mail* I think he will find that another gentleman and not himself, "took the first and greatest number of prizes for Vegetables," at our local shows here in 1874 and 1875, viz; five first and two second prizes, against Mr Romano's two first and three others in 1874, and in 1875, five first and three second, against Mr Romano's three first and four others.

In 1876, I think he will also find that he and the other gentlemen were equal, and that in 1877, Mr Romano with Carter's seeds was far behind.

In mentioning this I think it is only fair play to Sutton and other houses, whose seeds have done equally as well in this Colony as Carter's.

I am, Yours, &c.,

"VERITAS."

[The prize Turnips, &c., having been satisfactorily traced to Sutton's as well as to Carter's seeds, the subject may now be considered exhausted.—Ed. *C. M.*]

HONGKONG RACE FUND.

To the Editor of the "China Mail."

Hongkong, Oct. 13, 1877.

Sir,—Permit me to inform "A Resident, &c.," that there is no Race Club in Hongkong, but that there is a nondescript Society called "The Race Fund."

With regard to the late Race Meeting, I admit that I saw a notice posted in the Club stating that a Meeting of Subscribers &c. would be held, but if my memory serves me right the object of the meeting was not stated.

I asked Philip Augustus, who is generally well posted, what the meeting was for, and his reply was. "Oh! to elect a new C. C."

You may judge what my astonishment was, when a few days later, I was informed that the *Annual Meeting* for election of stewards and passing general business had been held.

I really think that more publicity should be given to our Annual Race Meeting than simply posting an *unsigned* notice in the Club.

Your obedient servant,

W. A. FORT.

China.

SHANGHAI.

Late telegrams quote the New York Tea market steady; the *Glenroy* had arrived.

London telegrams quote Silk stronger, common No. 5, 16s.; the Manchester market also strong.—Consols 95½, French Rentes 103⅝.

There was again some movement in the Silk market, yesterday (7th); and settlements were made at advanced rates. There was a rumour that Tls. 440 had been refused for Blue Elephants.

The rate of interest is still fluctuating curiously among the Chinese; it opened at 6m. on Saturday morning, fell to 4½ in the afternoon; opened at the latter rate on the 7th, and closed at 3½,—1m. higher than it closed on Thursday.

Another serious accident occurred on the river yesterday (7th), arising from the great strength of the flood tide. It appears that the *Glenartney*, with nearly a full cargo of tea on board for New York, was moored at the P. and O. buoy opposite the Hongkew Wharf, alongside of which were the blue-funnel steamer *Ulysses* and the French *Mail* steamer *Ava*. The flood tide came up in a bore, and the *Glenartney* broke from the buoy and lurched about half her length forward with the buoy about midships, and so situated as to prevent her swinging to her anchor, which was immediately lowered on the breakage taking place. A signal from her for a tugboat quickly brought her that assistance, and an attempt was then made to tow her stern free of the buoy. The tide, however, was so strong that she dragged her anchor and drifted towards the wharf. Alongside the *Ulysses* were three Ningpo cargo boats, two of which the drifting steamer sank, and it is said four of their crew were drowned. The mast of one of the boats fell on the *Glenartney*, and two of the crew attempted to save themselves by climbing up it to get on board the steamer; but just as they were nearing the top the mast fell into the water, taking the men with it, and they were not seen again. The *Glenartney* then struck the *Ulysses*, nearly amidships, fracturing the gunwale in two places and tearing away the deck railings from the gangway to the side houses. Bounding off the *Ulysses*, she next bumped heavily against the stern of the *Ava*, bulging in one of the plates, and starting several others. She was then made fast to the *Ava*, where she remained until the tide turned, when two tug-boats took her in tow below the shipping. The *Glenartney* herself sustained comparatively little damage, and it is thought that the accident will not delay her departure.

Our Wenchow correspondent writes that cholera has gone, and game come in; and the officials have found it convenient to intimate that 40 per cent will be deducted from the total quantity of goods, in estimating the amount of *lekin* to be paid, which brings the tax nearly down to its old standard; so that altogether things are looking brighter again at the port.—*News.*

CHINESE MOURNING.

There are five degrees of mourning in China; respectively, the "Cut Sackcloth."; the "Year's Clothes"; the "Greater Duty"; the "Lesser Duty"; and the "Hempen Cloth"; representing periods of Three Years, One Year, Nine Months, Five Months, and Three Months; and these five go by the generic name of the "Five Clothes." The three years mourning is only worn for husbands, and for fathers and mothers. . . . We may mention that there can be no legitimate child by a concubine unless the man has first been married, such child being a "wild child" or bastard; the step-mother, being concubine of the man whose son's concubine-mother is dead, and who has directed another concubine to act towards the child as own mother; and adoptive mothers, being the wives of adoptive fathers as above described. We may also observe that it is possible, though unusual, for a man to have two legitimate wives, for, if his first wife be barren, or invalid, or willing, he may have a second, or even a third. A case of two wives, the first of whom is sick, has come to the writer's knowledge.

The three years is stated to represent the period during which the child was suckled at the breast. The "cut sackcloth" is so called from its being made without stitches, or, at all events, without more than are absolutely necessary to keep the clothes together. Anciently, this appears to have been simply a strip of sackcloth worn across the breast. The three years' mourning is, in practice, completed the day after the expiration of the second anniversary of the death of the deceased, although, in theory, it should be continued for another year. As soon as ever the death of one of the above described parents takes place or is heard of, the mourner changes the black silken point or plait at the end of his *queue* for a white one, and, similarly, the black twisted silk knob on the crown of his every-day cap for a white knob. The "cut sackcloth" is only worn for one hundred days, but the white button and tassel are worn during the whole three years, or, as is generally the case, during the whole two years and a day. But, in addition to this period of three years deep mourning there are other periods of respectively one year, one hundred days, sixty days, and forty-nine days, which are distinguished as follows. During the year succeeding the three deep years a yellow tip and a yellow knob are worn, the white ones having been burnt at the altar of the mourned ancestor; during the one hundred days period, blue tips and knobs are similary substituted, and, during the two remaining periods, blue tips and knobs are still worn. It might be thought that as "two years and a day" is considered a fair construction of "three years," so, two days might be considered an equally reasonable view of one year, *quare tota lex ridicula est*; but in accordance with the English maxim that no legal interpretation can ever be allowed to lead to an absurd result, the common sense of the Chinese nation declines to establish an analogy between the two cases. Thus it may be said that the first class of mourning extends in practice over a period of about three years and a half. Unless a special dispensation is granted by the Emperor, officers must retire from their posts during three years, and in no case can they remain during the hundred succeeding the death, or the news received of the death, of a parent. Numerous officials now in high office may be adduced as examples. . . . During the whole of the five sub-periods of the first class mourning, no red can be worn, and unpretending grays are affected. Families with money invariably possess a private temple or "ancestral shrine," whither they resort on proper occasions to sacrifice or burn incense to their ancestors' memory. These occasions are six or seven during the year, i.e., on the 15th of the 1st moon; on the 3rd of the 3rd moon; at the Dragon Festival in the 5th moon; at the festival of the 7th moon; at that of mid-autumn; and at the end of the year. In addition to these they visit the shrine on the anniversaries of the birth (*sheng chi*) and death (*se chi*) of the ancestor. If the family has never been wealthy enough to have built a segregated shrine, a private one is put up in the posterior court of the mansion, which goes by the name of *kung p'o t'ing*. The mourning for a husband is still more severe, for the wife should never wear any gay colours at all, even when the full terms of mourning have expired.—*Foochow Herald.*

TRANSLATION OF A CHINESE MOURNING CARD.

A correspondent has favored us with the following translation:—

"The undutiful *Sing-wu* &c., have brought down great retribution for their sins, and their late Father has been involved in the calamity ensuing thereupon.

"The Lord *Pâter familias, Wu, Shou-t'ang, Yen-ling, Yung-ch'ih*, by letters-patent of the Imperial *O'hing* Assistant Secretary to the Board of War, Governor of *Shan Tung*, &c., &c., to our great grief abandoned this world at ten o'clock on the sixth day of the ninth moon in the fourth year of *T'ung-chih*.

"We undutiful ones have been shortcoming in our attendance upon him; rending the Earth and calling to Heaven, our wails and cries have not been able to reach him.

"Having been the humble recipients of a liberal funeral gift which has been condescendingly presented to them by way of condolence at the generous hands of your distinguished self, gratitude is felt both by the deceased and the living, who have not yet had an opportunity of prostrating themselves in acknowledgment.

"They propose on the seventh day of the third moon, that date being the morning of the third hebdomadal mourning-day, to prepare a slight collation, and venture to engage your illustrious self to adorn their humble roof with your presence, and indicate to them the proper funeral ceremonies.

They humbly beseech you to deign to come, and are unequal to the expression of their heart-felt entreaties."—*Foochow Herald.*

THE SUPPLY OF SEAMEN.

The extension of the system of educating boys on board vessels has been strongly advocated on the ground that, in process of time, the Mercantile Marine will be almost exclusively manned by British subjects. In England, Ireland, and Scotland the training ships have been largely augmented within a few years, the reformatory schools vessels monopolising the greatest share of attention; and credit is taken, in the yearly reports, for the number of lads drafted into the Merchant Service. This educating of boys for the sea, if they were properly selected for the purpose, should be of advantage to Shipowners, but its effects are not traceable in the annual Parliamentary Returns. The statistics, compiled down to the end of 1876, show that Apprentices are not on the increase, or foreign Seamen on the decrease, in British Merchant ships. In 1845 the number of Apprentices enrolled was 15,704, and in 1876 they were only 4,740. The cancellations, deaths, and expirations in 1876 were 4,238. As regards Apprentices, therefore, the entries were too few in number for the requirements of the augmenting tonnage. From the official records it appears that on the 31st of December, 1870, there were 18,303 indentures in existence, and at the same date in 1876 but 16,511. This means that the indentures registered in the books had not lapsed on account of time. It does not follow, however, that the Apprentices are to be found on board ships and serving in that capacity. It is possible the figures we have given may be susceptible of explanation, but from the following extracts we cannot understand how many certificates could survive at the end of 1876:—

Year.	Apprentices enrolled.	Cancellations, Deaths, and Expirations.
1870	4,241 ...	... 5,495
1871	4,111 ...	... 5,822
1872	4,350 ...	... 4,918
1873	4,054 ...	... 4,769
1874	4,445 ...	... 4,448
1875	4,397 ...	... 4,205
1876	4,740 ...	... 4,238
Total	30,348 ...	... 33,885

It will be seen from these figures that the cancellations, deaths, and expirations, during the seven years, exceeded the number of boys indentured by 3,037, and yet 16,511 were left on the registry. The indentures in existence in 1870 would all have run off by 1874, and how it happens that 16,511 could, by any arithmetical calculation, be in existence is a puzzle. Perhaps there are that number whose certificates have not been returned for cancellation, but some of these must be very old. A few boys may be apprenticed for six or seven years, but the majority are indentured for three, four, or five years. There may be 4,000 Apprentices afloat, and that is about the maximum. The Merchant vessels carry lads as Midshipmen, and also, unindentured, boys before the mast: these, however, are not included under the head of Apprentices. As a rule steamers do not carry Apprentices, and as sailing vessels diminish in number and tonnage, fewer boys, we should suppose, would be enrolled. Whether boys are indentured or not they do not appear to enter the Service in such numbers as to influence the employment of foreigners. In 1851 the number of foreign Seamen serving in British ships was 5,793, and subjects of Her Majesty 141,937. The percentage of foreigners was, therefore, 4·2. The aggregate number of foreigners went on increasing until they numbered 21,817, or 12·5 per cent., in 1867. The proportions for the past six years were:—

Year.	No. British Seamen employed.	No. Foreign Seamen employed.	Percentage of Foreign to British Seamen.
1871	181,973	17,765	9·76
1872	183,129	20,591	11·24
1873	182,399	19,840	10·87
1874	182,687	20,919	11·45
1875	178,994	20,673	11·55
1876	177,727	20,911	11·76

The foreign element is sustained, whereas the British is falling off. There was a diminution in 1876, as compared with 1872, of 5,402 British Seamen. The term "Seaman," in these returns, embraces every one on board a ship with the exception of the Master. No distinction is drawn between natives of the United Kingdom and British subjects elsewhere. Lascar Crews, Kroomen, and others are British subjects. Those who are agitating for the further extension of the Training-ship system should bear in mind that a steady decline is taking place in the employment of Seamen, and foreign Sailors can be had to make up ships' complements without the aid of school vessels. This is made quite clear in the tables issued by the Board of Trade, giving the progress of British Merchant Shipping. The decline of men to tonnage will be made manifest by contrasting two years only:—

Trade in which employed.	Year.	Sailing Ships. Proportion of men to 100 tons.	Steam Vessels. Proportion of men to 100 tons.
Home Trade	1854	4·97	7·11
"	1876	5·17	5·93
Partly Home and partly Foreign	1854	4·01	6·94
"	1876	3·66	3·61
Foreign Trade	1854	3·97	7·69
"	1876	2.55	3·58

The combined total results show that in 1854 the relative proportion of men to every 100 tons of sailing and steamships was 4·36 per cent., and in 1876 only 3·21 per cent. The decrease has not yet been arrested, for the ratio was 3·64 per cent. in 1872 against 3·31 in 1876. The falling-off in the number of men to the tonnage of steam-vessels may be explained in the increase of screw cargo ships engaged chiefly in the Foreign Trade. Sailing vessels in the Coasting Trade are, it is evident, better manned now than they ever were before. Economy is exercised in steam-vessels where mechanical appliances are provided.—*Mitchell's Maritime Register.*

THE RUSSIAN IMPERIAL GUARD.

The Russian Imperial Guard must be considered in a double aspect—first as an ornamental, and next as a fighting force. In its former character it must be looked upon as virtually the creation of the Czar Nicholas. Peter the Great had, it is true, organised a kind of Guard to supersede the disbanded Streltsos; and Elizabeth, Catherine, and Paul had had their Preobajinski and their Paulovich regiments, their grenadiers with sugar-loaf shakoes, pigtails, and gaiters, and their battalions exclusively composed of men with snub noses and men with pug noses. The Imperial Guard likwise of Alexander I., which, under the command of the Banlay de Tollys and the Osten-Sackens, twice occupied Paris in 1814-15, was numerous and valiant; and when subsequently quartered in the provinces gave the peasantry no greater cause of complaint than arose from the Moscova' insatiable appetite for lamp-oil, and, failing that lubricating beverage, for the more solid fare of tallow candles. There were the Guardsmen whose veterans in 1830 aided Paskievich to trample out the last remains of Polish independence; but it was in the interval between 1835 and 1854 that the Imperial Guard, under the auspices of the indefatigable Nicholas I., grew to be the showiest and apparently the most formidable armed force in Europe. In a military sense its organization was clearly based on the system pursued in the foundation of the Garde Imperiale of Napoleon I.—a body which again as clearly owed many of its features to those characteristics of the old *Maison du Roi*, the elements of which the former cadet of Brienne and the Ecolé Militaire had at his fingers' ends. In the Polish Lancers the Mamelukes, the Guides, the Chasseurs of the Guard, the ancient regiments of "Royal Allemand" and "Royal Cravate," the "Mousquetaires Gris" and the "Mousquetaires Rouges" lived again, only with democratic instead of aristocratic officers. Nicholas blended the Napoleonic with the Bourbon scheme. He turned the *Maison du Roi* into a *Maison de l'Empereur*, and every officer in his ostensible army of one hundred and fifteen thousand men was obligatorily of noble birth. The privates were selected from the ranks of the line by the system of "triage"—that is to say, the best-looking and strongest man out of every three recruits was taken for the Imperial Guard. They, "writ large," represented every corps in the service. Chevalier Guards, cuirassiers, dragoons, lancers, hussars, chasseurs, riflemen, grenadiers, artillerymen, and even Circassians of the Guard, armed with bows and arrows, were clad in magnificent uniforms, the patterns for which were furnished by the French Imperialist painters, Horace Vernet and Raffet. The dirt, the squalor, the ugliness which so painfully distinguish the "ruck" of the Russian army were not to be found in the carefully-picked, the expensively-clad, the superbly-accoutred, the exquisitely-drilled Imperial Guard. Well might the Czar Nicholas, when he visited this country in 1841, and saw a few battalions of our Household Brigade manœuvre in Hyde Park, turn to Lord Hill, and ask contemptuously, "*Est-ce là tout?*" Is that all? It was not all. Nicholas lived to discover that at the Alma and at Inkermann we had more red coats, linesmen as well as Guardsmen, fully competent to manœuvre in the face of a Russian army. The Imperial Guard was, nevertheless, a most superb and imposing force, as superb and imposing, indeed, as that Garde Impériale of Napoleon III., which collapsed so completely in 1870. Recent travellers in Russia have described the Imperial Guard as being outwardly as gaudy and as grandiose-looking as ever; but experience only will show whether these stalwart and glittering warriors are fit to cope with the stern realities of warfare, and whether the introduction of arms of precision and the revolutions in the system of drill and even of tactics which have taken place within the last few years will operate advantageously or disastrously on the efficiency of a body of soldiers who, to look at, are assuredly not second to any in Europe.—*Daily Telegraph.*

HIBERNATING INFANTS.

In this grave fashion does the *New York Times* describe a method alleged to be adopted by some Indian tribes for disposing of their children during the winter:—Early in November the Owasso father prepares as many water-proof birch-bark bags as he has infants. In each of these he places a baby, and then, having sealed up the bags with native pitch, carries them to a lake lying some distance north-west of Lake Superior. This lake is in a wild and desolate region, into which few white men have penetrated, and in which no Owasso ever thinks of fishing. In its deep waters he sinks the bags and their infantile contents, and then wends his way homeward with the happy air of a man who has proved himself a kind father and secured the certainty of a quiet winter. When May arrives and the ice has melted, the Owasso father takes his grappling hook and seeks again the lake at the bottom of which rests his hermetically-sealed children. It usually takes him but little time to fish up his family, as he knows exactly where the bags lie. Sometimes an unprincipled father is guilty of poaching among other men's babies, and occasionally the wrong baby is caught by mistake. Poaching, whether intentional or accidental, is, however, so severely punished that offences and mistakes of the kind are exceedingly rare. When the bags are opened the babies are found to be sleeping so soundly that they have to be shaken with considerable energy before they awake. As soon, however, as they regain consciousness, they clamour for food in a way that clearly demonstrates their healthy and vigorous condition. There are sceptics who will deny that a hermetically-sealed infant can remain under water for six months without giving up its entire ghost. With such people it is entirely useless to argue. The fact that the Owasso babies do pass their winters under water, and that 98 per cent. of them are fished up in a healthy state every spring, rests upon the unimpeachable testimony of a California editor, who derived his knowledge of the matter from a white man who had lived two years with the Owasso tribe. If anyone doubts his story, he is ready to point out on the map the precise location of the lake where the infants spend their winters. It is difficult to imagine that dispassionate men would seek any further evidence. As for the scientific persons who deny that a baby can live for months at the bottom of the lake, let them experiment with a few Owasso babies before arrogantly deciding what that variety of infant is capable of doing. It must not be supposed that the example of the Owasso fathers is held up for imitation to the fathers of inchoate American voters. If any man wishes to see if white babies can hibernate under water, he had better make his experiments with caution. He should begin with his less valuable children, or with a few small boys borrowed from his neighbours, and in no case should he keep them six months under water. In the case of a small boy who has developed unusual lung-power by constant practice on the tin horn, it might be safe to leave him for three weeks or even a month, at the bottom of a pond, but as a rule every sunken infant should be fished up once a week for examination.

Dead Letters.

Andrews, Mrs., St. John's, Antigua, West Indies, ... 1
Askey, R. M. L. J., H.M.S. *Victor Emanuel*, Hongkong, ... 1
Beard, R. B., Captain, Ship *Borealis*, Anjer, ... 1
Blard, Leon, Louisianne, Etats Unis d'Amerique, ... 1
Bishop, Mrs. George, No. 1, Court, Glover Street, Liverpool, ... 1
Bourke, Maria, 27, Brougham Street, Wooloomooloo, N.S.W., ... 1
Burns, Wm., 764, Dearburn Street, Chicago, Ill., U.S.A., ... 1
Curd, Mrs., 27, Rochester Road, Camden Road, London, ... 1
Dillon & Tuttle, New York, ... 1
Duncan, C., care of Post Office, Hongkong, ... 1
Earle, Madeline, Myrtle Cottage, Everton, Liverpool, ... 1
Ellis, Mrs., 41, Douglas Street, Commercial Road, London, ... 1
Ferrari, Dr. A., Hiogo, ... 1
Fitzpatrick, C., Garibaldi Street, Liverpool, ... 1
Fuller, Mrs. E. H., Killarney, Co. Derry, ... 1
Gibbon, S. F., 16, Britannia Place, Wandsworth, Surrey, ... 1
Heming, T. H., H.M.S. *Modeste*, Hongkong, ... 1
Hoeflich, Ernest, Hongkong Post Office, 1
Jackson, Mrs. M., 8, Took Street, Liverpool, ... 1
Jarvis, Captain, Barque *Soteria*, Post Office, Anjer, ... 1
Jeffreys, Mrs., Stewardess, S. S. *Khedive*, Southampton, ... 1
Kinder, C. W., care of H. B. M. Consul, Nagasaki, ... 1
King, Mrs., 15, Williams Street, Oakland, New Zealand, ... 1
Lawrence, C. W., H. B. M. Embassy, Rome, ... 1
Le Fevre & Co., Contractors for the Breakwater, Batavia, ... 1
Marr, Miss J., 123, Lancaster Road, Notting Hill, London, ... 1
McKenna, P., Mare Island, California, 1
Nixon, G., 5, Charlemont Place, Dublin, 1
O'Donnell, Mrs., Union Street, Bridgeport, Connecticut, ... 1
Perkins, Captain, Ship *Mount Washington*, Boston, U.S.A., ... 1
Sampaio, Lieut. M. C., Member of the Royal Asiatic Society, Macao, (Bk.) 1
Seymour, Maria, 4, Ashford Terrace, Everton, Liverpool, ... 1
Short, Mrs., Post Office, Vigo Street, London, ... 1
Smith, Mrs. Harriet, Post Office, Hongkong, ... 1
Stevens, Mrs. C. L., 90, Furboro' Road, South Kensington, London, ... 1
Stevenson, W. F., Rathgar, Dublin, ... 1
Wilson, W., Shanghai Post Office, ... 1

☞ The above letters have been returned from various places at which the addressees cannot be found. If not claimed within ten days they will be opened and returned to the writers.

General Post Office,
Hongkong, 12th October, 1877.

Quotations.

Hongkong, *October* 13, 1877.

OPIUM.—New Patna, cash....$610
" " credit, —
" Old Patna, cash.... 590
" " credit, —
" New Benares, cash, 590
" " credit, —
" Old Benares, cash, None
" " credit, —
" New Malwa, cash, —
" " credit, 645
" Allowance Taels, 8 *a* 32
" Old Malwa, cash, —
" " credit, 645
" Allowance Taels, 8 *a* 32
QUICKSILVER, ... 63

Exchange.

Bank, on demand, ... 3/10½
" 30 days' sight, ... 3/10½
" 6 months' sight, ... 3/11½
Credits, " " 3/11½
Documentary, 6 months' sight, ... 3/11½
Bombay, demand Rupees, ... 219
Calcutta, " " ... 219
Shanghai, demand, ... 72½
" 30 days', ... 73½
Bar Silver, 17, dwts. B., ... 10 %
Sycee, ... 9½ *a* 9½
Mexicans, ... 1
Gold Leaf, ... 26.20
English Sovereigns, ... 5.06
Australian Sovereigns, ... 5.06
Discount, ... 8 *a* 10

Shares.

Hongkong Bank, 46 % prem.
Union Ins. Society of Canton, $050
China Traders' Ins. Co., $2,800
Chinese Insurance Co., $247
Yangtsze Ins. Association, Tls. 775
North China Ins. Co., Tls. 860
H.K. Fire Ins. Co., $670
China Fire Ins. Co., $170
H.K. & W. Dock Co., 16 % dis.
H.K. C. & M. S.-boat Co., 18 % dis.
Shanghai Steam Navigation, Tls. 25
Hongkong Gas Co., $75
Hongkong Hotel Co., $60
Chinese Imperial Loan, £103

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises Queen's Road.*)

Hongkong, *October* 13, 1877.

Barometer—	9 A.M.... ...	30.310
Do.	1 P.M.... ...	30.220
Do.	4 P.M.... ...	—
Thermometer—	9 A.M.... ...	74½
Do.	1 P.M.... ...	76
Do.	4 P.M.... ...	—
Do.	(Wet bulb) 9 A.M.	70
Do.	Do. 1 P.M.	71
Do.	Do. 4 P.M.	—
Do.	Maximum	78
Do.	Minimum over night	71½

Portfolio.

TU QUOQUE:

AN IDYLL IN THE CONSERVATORY.

"——romprons-nous,
Ou ne romprons nous pas!"
Le Diyll Amoureux.

NELLIE.

If I were you, when ladies at the play, sir,
Beckon and nod a melodrama through,
I would not turn abstractedly away, sir,
If I were you!

FRANK.

If I were you, when persons I affected
Wait for three hours to take me down to Kew,
I would, at least, *pretend* I recollected,
If I were you!

NELLIE.

If I were you, when ladies are so lavish,
Sir, as to keep me every waltz but two,
I would not dance with *odious* Miss M'Tavish,
If I were you!

FRANK.

If I were you, who vow you cannot suffer
Whiff of the best, the mildest "honey-dew,"
I would not dance with smoke-consuming Puffer,
If I were you!

NELLIE.

If I were you, I would not, sir, be bitter,
Even to write the *Cynical Review*:—

FRANK.

No, I should doubtless find flirtation fitter,
If I were you!

NELLIE.

Really! you would? Why, Frank, you're quite delightful!
Hot as Othello, and as black of hue;—
Borrow my fan,—I would not look so *frightful*,
If I were you!

FRANK.

"It is the cause,"—I mean, your chaperone is
Bringing some well-curled juvenile. Adieu!
I shall retire. I'd spare that poor Adonis,
If I were you!

NELLIE.

Go, if you will—at once—and by express, sir!
Where shall it be? To China, or Peru?—
Go! I should leave inquirers my address, sir,
If I were you!

FRANK.

No, I remain. To stay and fight a duel
Seems, on the whole, the proper thing to do.
Ah! you are strong,—I would not then be cruel,
If I were you!

NELLIE.

One does not like one's feelings to be doubted.

FRANK.

One does not like one's friends to misconstrue.

NELLIE.

If I confess that I a wee bit pouted?—

FRANK.

I should admit that I was *piqué*, too.

NELLIE.

Ask me to dance. I'd say no more about it,
If I were you!

[*Waltz—exeunt.*

—*Austin Dobson.*

UNDER THE VIOLETS.

Her hands are cold; her face is white;
Nor more her pulses come and go;
Her eyes are shut to life and light;
Fold the white vesture, snow on snow,
And lay her where the violets blow.

But not beneath a graven stone,
To plead for tears with alien eyes,
A slender cross of wood alone
Shall say that here a maiden lies
In peace beneath the peaceful skies.

And gray old trees of hugest limb,
Shall wheel their circling shadows round
To make the scorching sunlight dim,
That drinks the greenness from the ground
And drop their dead leaves on her mound.

When o'er their boughs the squirrels run,
And through their leaves the robins call,
And, ripening in the Autumn sun,
The acorns and the chestnuts fall,
Doubt not that she would heed them all.

For her the morning choir shall sing
Its matins from the branches high,
And every minstrel voice of Spring
That trills beneath the April sky
Shall greet her with its earliest cry.

When, turning round their dial track,
Eastward the lengthening shadows pass,
Her little mourners, clad in black,
The crickets sliding through the grass,
Shall pipe for her an evening mass.

At last the rootlets of the trees,
Shall find the prison where she lies,
And bear the buried dust they seize,
In leaves and blossoms to the skies:
So may the soul that warmed it rise.

If any, born of kindlier blood,
Should ask, "What maiden lies below?"
Say only this: "A tender bud,
That tried to blossom in the snow,
Lies withered where the violets blow."

—*Oliver Wendell Holmes.*

PEARL FISHING IN TORRES STRAITS.

A South Sea Islander's Yarn.

By J. C.

The following "yarn" has been put together from particulars furnished by the South Sea Islander concerned. He is now in my employ, and was with me before he went pearling:—

My name is Sili Tarko, but on board ship the captain and men called me Tilé. In the month of May, 1875, I signed articles, and shipped on board the *Pear-le* for two years, the vessel being equipped for a pearl fishing expedition among the pearl beds in Torres Straits. The crew consisted of the captain, three Europeans, and three of my own countrymen. After a prolonged and rough voyage we reached Cape York where we stayed one night, and anchored the next day in a central position among the pearl islands or beds.

When I engaged in Sydney, the duties that appertain to a sort of generally useful hand were what I undertook to perform, but after acting as "tender" to the diver for a few days, I was informed that I would have to take my turn at the diving. This I thought very hard and unfair, as I was only getting small wages, while the professional divers were well paid. My protest was not listened to, and I had to encase myself in the diver's dress and explore for many a weary hour among the strange inhabitants and singular marine herbage at the bottom of the Straits seas.

I shall never forget the first time I reached the bottom with the cumbersome diver's dress on. If the reader can vividly realise being in the course of a few minutes transported from our world on a bright morning, with its sun shining clearly, and with the voices of his fellow-beings humming about him, to a world with no sound and among creatures, some of hideous appearance and some very beautiful—the variety, being endless, and all floating or gliding to and fro in a most mysterious way—he will have some idea of what my sensations were. I felt a creeping about my hair and whole body, and the strangeness of my marine associates, and the surroundings, conveyed the impression to my mind that, if not in the "other" world so much spoken of, I was at any rate in a world quite different from our everyday working world. What added to the strangeness of the objects floating about was the fact that they were all magnified by my "glass face," thus making them look more weird than they otherwise would have done.

One day when "down below" sending up the pearl fish, I was startled by a great shark lashing about all round me. I did not feel what you would call alarm; but I should have felt more comfortable by the absence of my frisky friend. I stood quite still to see what he was at, and to be prepared for an emergency. The brute was evidently disporting in a most hilarious manner, and I soon had occasion to arrive at the conclusion that my grotesque appearance had something to do with his friskiness. He sailed round and round me, each gyration narrowing the circle and each being varied by extraordinary attitudes. His sharkship kept up the performance for some minutes, when all at once he lay still with his huge head within three feet of my body. He looked me over from head to feet as carefully as if he had been a detective surveying a man "wanted." As he now lay poised I could see his full length and allowing for his being magnified by my "glass face," I estimated his length at twelve feet, with body proportionately large. Every now and again he would open his great mouth and show his immense teeth, and apparently lick his chops. How much longer he might have continued to survey my trembling person, I don't know, for I began to feel rather uneasy at the sight of his great teeth and luminous eyes staring at me, so I made a splash with one of my legs, when, to my horror and astonishment, he commenced dancing round and playing with me somewhat in the way that a puppy often plays round his master. I now began to get alarmed, and at once signalled to the "tender" that I wanted to go aloft. Let me assure the reader I was not sorry when I found myself sitting on the deck of our boat. I must, however, do his sharkship the justice to say that he never attempted to snap at me, but it was the very opposite of pleasant to have so much affection and playfulness exhibited by so strange a customer.

My next visit to the mysteries of the deep was on the day succeeding the incident recorded above. As I descended the ladder, the thought passed through my mind that I had no wish to renew the acquaintance of my frisky friend. The professional diver told me if he came again to make a great splashing and stir up the mud or sand, and he would go away. This advice I determined to follow if his sharkship attempted his larks with me; at the same time, I had my doubts whether such a determined "tumbler" would be deterred by such simple means.

We had our boat anchored over a very good bed of pearl fish, and when I got to the bottom I stood and carefully surveyed the surroundings before beginning my work. My line of vision extended through the clear water for about 100 yards, and within that circle I could see every object tolerably well. To my left there was a sort of sandy bed, over which a large school of small fish were swimming, and directly they saw me they made towards me, and began going round my person, and at last came right up to where I stood. I kept very still, and they swam through my legs and arms, and poised about my body in a most familiar manner. I had my arms extended and my hands wide open. Every now and again one of them would rest in the palm of my hand, and I determined, if possible, to catch one, just to see what it was like. I made the effort by closing my right hand suddenly on one of their number that I felt sure I should have no difficulty in capturing. What was my astonishment when I opened my fingers to find that my finny friend had disappeared. How he got away I could not tell. He was right in my hand when I closed it; nevertheless he was gone. I often tried the same experiment, but never succeeded in catching one.

I had not been working long in filling my bag to send up aloft before I felt something twining round my arm, and to my dismay, when I looked to see what it was, I found a water snake firmly coiled round, just above the wrist. I at once seized hold of the brute's tail and tried my best to pull it off but all to no purpose. What was I to do? I tried, and tried again, but no use. At last I encompassed my left arm, where the reptile lay coiled, with my right hand, and pressed downwards, and by this means slid the slimy visitor down over the hand, and he glided away as if nothing was the matter. At the time I felt very nervous, for I had never come in contact with one of them before, but I learnt by subsequent experience that they are not dangerous.

After working away for two weeks we cleared out the bed we were then on, and our provisions being short, we weighed anchor and set sail for the vessel.

While we had been absent, another pearl fishing schooner had anchored alongside of our vessel, and they had got their boat out and nearly ready for starting to work. When the captain and crew of this schooner saw our boat coming up loaded with pearl fish they put off to see what sort of success we had had, and their eyes seemed to glisten when they saw our fine haul. It took us some days to get our shells put on board the vessel, and re-provision our boat for a fresh start. As the boat of the other schooner had been ready long before ours, we were at a loss to know why they did not make a start. The fact was the ground was new to the crew, and they did not know where to begin, and they were waiting for us to start so that they could follow and set in alongside us on the same bed. Our captain, who saw through the scheme, gave us instructions to go away in the middle of the night, to have no light in the boat, and we were to propel her with muffled oars. On our way from the bed we had previously worked out, we had discovered another and it was to this spot that we were to direct our course. It was about three miles from the vessel, and on the other side of an island which would completely shut us out from the view of either vessel.

The night came that we were to start. It was intensely dark, with heavy clouds floating all round and giving strong indications of rain. At midnight our crew got quietly on board, and silently pushed off from the vessel's side. Beyond the dark clouds flying across in quick succession, the few stars that twinkled here and there and heavy indistinct outline of the island under the lee of which our vessel was moored, we could literally see nothing. We had to grope our way as best we could. This obscurity had one advantage, and that was the giving us a better chance of eluding our friends who were so anxious to keep us company. Whether we had succeeded in accomplishing this feat, we at present could not tell. We could hear or see nothing of them as we stole silently on. When we had got what we estimated about two miles away from the vessel, the mate struck a match down the hold, and examined the compass to see how we were going.

We had got out of the course slightly, but this was soon rectified, and in a short time we almost ran aground on the island we were going to work off, but the bed was on the opposite side to where we brought up. Our task was now easy, as all we had to do was to follow the shore round. After getting sufficiently far round so as to effectually hide us from view, so far as the line of vision from those on board the schooner was concerned, we cast anchor to await daylight, for it was impossible to find the bed in the dark. As it wanted some two hours before it would be daylight, I was appointed to keep watch while the other five slept. After they had all lain down and were fast asleep, I felt a drowsiness come over me, and do what I would I could not keep my eyes open. The end was that in a short time I was just as sound asleep as any of my mates. My sleep, however was very disturbed, for I felt my responsibility, but the flesh was weak. Just as the first streak of dawn was breaking, I was awoke by a great splashing right alongside the boat, and the first thing I saw was a great alligator in hot pursuit after an immense dugong. The latter was evidently severely wounded, for he left in his wake a wide stream of blood, but nevertheless he went through the water at a tremendous rate. Whether he was ultimately captured or not I could not tell, for the two disappeared round the end of the island. While I was still gazing in the direction the two had taken, I heard a voice exclaim, "Good morning, Jumbo! How are you?" I turned about, and to my astonishment there lay the schooner's boat at anchor within a hundred yards of us. How long they had been there, or how they had managed to stick to us through the dark, it was impossible to tell.

My mates now got up, and the question was discussed as to whether we should go on to the bed and commence operations, or try and give them the "slip." The question of going to work was decided on, as preferable to wasting time in trying to elude them.

We soon took up our place, and after breakfast the diver went down and the work of refilling our boat commenced. The crew of the other boat, as we had expected, drew up in a line with us, and also sent down their diver. It was now a question of skill and hard work to secure the greatest number of the precious shells. We had two professional divers in our boat, besides myself, and so as to secure as much expedition as possible, we had very short shifts. When it came to my turn to go down below, the mate—who was the captain of our boat's crew—told me to collect as far from our boat, and in the direction of the other, as I could, and by this means cut the others off from the bed as much as possible. We were anchored in about the centre. I put on the diver's dress and went to the bottom. As usual, before I actually began to gather the pearl-fish, I surveyed the locality with my eyes. The water was as clear as crystal, and I could see very distinctly all round me. As I gazed in the direction of the other boat I saw—what subsequently proved to be one of its divers,—but at the time I caught sight of it it looked the most hideous object I had ever seen. It resemble anothing in earth or heaven, so far as I know. When I caught sight of it it was stalking along the bottom at right angles from where I was standing, and looked 20 feet high, while the strides it made seemed to cover yards. I had never seen a diver when down below myself before, it will therefore not be a surprise to the reader when I say that I could not make out the monster now before me. I was on the point of sending a signal to be drawn up, when the object of my terror faced towards me and advanced in my direction. It now flashed across my mind who and what the monster was, and I could not help laughing at the idea that I who was similarly dressed looked to my brother diver equally monstrous. We advanced towards each other, and he extended his huge hand, which I took in mine and we had a hearty squeeze, both shaking at the novelty of the scene of our greeting.

Next day when I was down diving I saw, sitting on a patch of green stuff, a white object exactly like a monkey. So complete was the resemblance that I could not discover any difference, except the color—the ears, legs, arms, hands, eyes, and attitude being precisely like those of the ordinary monkey. I tried to approach it, so as to get a nearer view, but the first step I took it was gone! How or where I could not tell; but as the disappearance was so quick, in fact like a flash of lightning, I came to the conclusion that the brute had a hole close to where it was sitting, down which it had gone. I could not however discover it, although on this, as on subsequent occasions when I saw it, I tried to do so.

At the end of ten days we had filled our boat again, having far outstripped our opponents in the number of shells collected, and we set off for the *Pear-le*.

The anchor of our boat had hardly touched the bottom here before my two companions disappeared out of the boat. They had both dived down to explore the bed. In a very short space of time, they both came up on either side of the boat, each having in his hands a splendid specimen of the pearl shell. They made me understand by their gesticulations that there were plenty more like those they had brought up down below. They threw what they had into the boat, and again dived. About the same space of time elapsed as when they first went down when the one on the land side of the boat again appeared with another large pearl fish. Instead of throwing this into the boat and going down as before, he rushed to the guns wale, cast it in anyhow, and climbed up the side as if the "old gentleman" were after him.

But what had become of the other? I looked in the direction that he had gone down, but could see no sign of the man. The one who had got into the boat came over to where I was sitting in a state of great excitement, and he began gesticulating in a wild manner, pointing his finger to the spot where his companion had dived. To make me understand what he meant, he opened his mouth and caught hold of the calf of his leg. While he was still trying by this startling method to make me come twigged what he wished to describe, the subject of our solicitude came to the surface right close to the boat. He had no sooner got his head above water than he let out a yell that reverberated through the island, and the water round him was tinted with blood. He reached up his hand to catch hold of the gunwale, while simultaneously I and his companion seized him by the hair of the head. We got his body on a level with the boat, and in the act of lifting him in, a shark seized hold of his only remaining leg and nearly wrenched him from our grasp. The poor fellow, while down below, had been attacked by a shark, who had taken off his right leg before he got to the surface, and it was while we were pulling him in that the same or another ravenous brute took off the other. It was a clean bite, or he would certainly have snatched the man from us. We laid him in the bottom of the boat gently, and did all we could to allay his sufferings. Poor wretch, how he suffered! Heaven only knows what he went through. He only lived about ten minutes. Judging from the contortions of his face, the frightful writhings of his body, and terrible groans, the time, although so short, to him must have been a long lifetime of agony.

That night, when we reached the vessel and explained what had occurred, the captain said he would not allow another man to go down without being encased in the diving-dress. The next day the poor fellow was buried upon the island.

Some days after this sad event we were anchored over the bed where the unfortunate native had lost his life. I was working down below in the diving-dress, and sending up a fine lot of splendid pearl fish—the biggest I had ever seen. I had been at work about an hour, when all at once I felt something strike the side of my helmet. I put up my right hand to feel what it was, when to my amazement I found a fish about two feet long stuck hard and fast. His tail was lashing about, and after several vain attempts I managed to secure it. I got a firm hold, and tried to disconnect it from my head-gear. But pull as hard as I could, not a move could I get out of the brute. While I was struggling away might and main, another of them fastened on to my left side. I was now badly fixed. While one lashed with his tail across the glass front of my helmet, the other did ditto across my stomach. When the second had taken hold, I let go the tail of the first, so that both had full swing now. It is all very well to describe the position I was in, but to feel it at the time I tell you was no joke. Only two had fastened on to me, but how could I tell at the time whether I might not have every inch of my body similarly occupied. What sort of fish were they? and what were they up to? These were the questions that I asked myself as I seized both fish, and vainly endeavored to disconnect them from my person. Pull as I would, not one inch could I move either. Still I worked away at their tails, determined to conquer if possible. I might just as well have tried to balance our boat upon my nose. Stir they would not. In the midst of my tussel a turtle came swimming close to me, when to my great relief both fish let go simultaneously and darted off after the turtle. Whether they caught the unfortunate or not I don't know, for they were soon out of sight.

When I went aloft and told the divers of my encounter, they only laughed at me, explaining that the fish that had fastened on to my body were only "suckers." We subsequently caught one of them with a line, and on turning it on its back it fastened to the deck, and there was not a man on board the vessel strong enough, even with both hands, to displace it. The "sucker" is at the back of the head, and looks something like an elongated five-shilling piece with fretwork in the centre. This sucker, when it takes hold, forms a vacuum, and nothing less than a torpedo shock would loosen the hold when once fixed.

When we had been working about for some nine months, and collected a good number of pearls, I was sent on an exploring tour in the boat, my crew consisting of the native who was with me when his mate was killed by sharks, and a boy that we had taken from another schooner which no longer required his services. The lad was about fourteen years old, but rather stupid. We had put on board our boat provisions to last for three days, and we were directed to cruise among several small islands, the farthest not being more than ten miles from the *Pear-le*.

The second day after we had left the vessel we were sailing in between two islands when the native, who could now say a few words in broken English, asked me to haul down the sail and cast the anchor, as he thought we were on a good pearl bed. The wish was soon complied with, for in less time than it takes to describe, the sail and anchor were down.

The native only had a pair of old trousers and shirt on, which he began to take off preparatory to diving. When I saw what he was going to do I remonstrated with him, as the captain had given orders not to go down without the diving dress. The native however took no notice of me, but in he plunged. I and the boy sat watching for his re-appearance. He had been down for what I was sure extended beyond the usual time, and I was getting alarmed. Well I might! At last the fore part of the body came up, with a stream of blood and oily substance floating all around him, and before I could get hold of what was left of the man, it was seized and hurled through the water at a terrific rate, leaving in the wake a wide streak of the poor fellow's life-blood. We never saw anything more of him. He had gone to his long home, "where the weary find rest." Savage although he was, he was a "good fellow," and I deplored his sad fate extremely.

The captain was angry with me when I told him what had happened, but the boy corroborated what I said that the unfortunate fellow would go in spite of me.

But I will now stop recounting my adventures, and at some other time—perhaps not far distant—will give an account of my last year's experience in pearl fishing in Torres Straits.

Before I close this paper I should just like to warn sailors and others engaging on board vessels destined for the pearl-fishing trade, to see into the provisions and other little domestic items supplied. The fare on board the craft I was in was the very opposite of good; in fact the meat was so salt and hard as to render it unfit for use. The dangers and hardships of the life are quite bad enough to encounter without being starved into the bargain. The story of my first year's pearl-fishing is ended. — *Queenslander.*

A READING TOUR ADVENTURE.

Seeing a young cousin start last week for a reading tour with a friend, a boxful of books, and a tutor, I was reminded of a similar journey which I once took myself, while reading for my degree. Yet the cast (well would not have been noticeably but for an adventure which occurred to us in the course of it.

Allow me, to mention, by the way, that young men never study much Sophocles when they roam from city to city with knapsacks on their shoulders, as we did. After a six weeks' tramp through Scotland, we had not once opened a book, when at length we settled down in a small inn of a town on the shores of the Firth of Forth, which shall be nameless, and resolved that now was the time to go to work. This arrangement suited two of us and the tutor, who were in earnest; but a third, one Simpson, whose degree day was still six months off, excused himself from joining our labours under the pretext that too much Greek at a time made him ill.

This Simpson loved to lie on his back and smoke. He had a Scotch terrier who kept him company, and I never knew him wish for anything better, than to be let alone, when he sprawled upon the beach with his straw hat over his eyes, and his dog between his legs, sniffing at the waves. Appearances are deceitful, however, for while the two others, the tutor and self, were cracking our heads over aorists, Simpson contrived to pay a very assiduous court to Lizzie McDermott, the red-cheeked daughter of our host.

How he contrived to do this without exciting the suspicions of any of us beat me at the time and surprises me still. He kept his game so secret that I was taken aback when one day he came to me in agitation to say that old McDermott had smelt out the *pot aux roses* cultivated between him and Lizzie, and threatened to shoot him with a blunderbuss if he did not marry the girl.

Simpson's yellow hair was steeped with the moisture of fear, and it was easy to see that he was not joking. But this did not prevent my taking a humorous view of his situation.

"People don't get shot in that way. You've long legs and can bolt."

"But what if he should follow me? He says he'd pursue me over the border, he'd rout me out at Oxford, he'd hunt me round the world, if I gave him the slip."

"Give him the slip and see. Meantime, what does Lizzie say?"

"She agrees with her father."

"Agrees that you ought to be shot?"

"No, only that I ought to marry her. Nothing will shake that notion out of her head; it's no use trying."

"Well, come out of doors without taking any luggage. We'll walk to the first railway station; you'll climb into a train and make for England. Once you've gone, old McDermott will cool down and I'll try to make your peace."

Simpson concurred that this was a prudent thing to do, and we set out as though for a mere walk, unhindered. On the way he told me enough of his amorous doings to show that old McDermott was partially justified in talking about the blunderbuss; and, indeed, Simpson revealed himself in many new lights as he poured out his simple confession. At the station nobody prevented him from taking a ticket. We shook hands; he and the dog ensconced themselves in a carriage; and when the train was gone I walked back to the inn to tell our friends what had occurred. The tutor, being about to be ordained, was naturally shocked, and offered some remarks during dinner about the duties of man towards the weaker sex.

Allan McDermott's inn, the "Three Crabs," was a very primitive place, with sanded floors and rooms that smelt of fish. His three sons were fishermen and prowled about at odd hours barelegged, with nets on their backs. The smallest of them was six feet high. Lizzie, whose mother was dead, acted as housekeeper and waitress, often attending on us at dinner when her brothers were out in their boat, and the servant girl was busy with her saucepans in the kitchen. Old Allan spent most of his time in a parlour, smoking a clay pipe and reading London newspapers which we lent him, and in which, methought, he took excessive interest. He was a keen politician of the Free Kirk Radical order, and had given his three children a solid education with the conviction that ignorance is the clogging chain of the lower orders, and makes them helpless to claim their rights.

Lizzie McDermott could not play the piano or paint, but she wrote a bold hand, reckoned the longest score for whiskey in a moment and was learned in the laws of the Pentateuch and the Books of Kings and Judges. She was not exactly pretty, but fresh as a rose and sharp as one of the thorns that protect this flower. How it came that she and Simpson had wrought folly in Israel, to use her father's expression, would have been inexplicable but for the fact that women do not see men with the same eyes as we who wear coats. Perhaps the Scotch lass had discovered that Simpson's soul was a thing of sweetness. He was in any case of age to marry without his family's consent, and he enjoyed some property, which would enable him to keep a wife.

Lizzie's eyes were red after Simpson's departure; but as old Allan made no allusion to the truant or his offence we made none either. It struck us, however, that Lizzie's three brothers had suddenly disappeared, and indeed they were not seen for three days, when they turned up, bringing Simpson with them, while the dog trotted behind.

I was alone writing a letter when our luckless friend entered, limp, spineless, and bereft of color. He said that the three McDermotts had overtaken him at Newcastle and given him the choice between returning with them or being thrashed until all his bones were broken with three ash sticks which they submitted for his inspection. To all his appeals they had turned the deaf ears of unreason; one, seeing him waver, had even hinted at a tentative dose with the ash sticks by way of preliminary.

"But why didn't you resist—call for a policeman?" I asked, impressed with the idea that Simpson's valour was not shining at this trying moment.

"Couldn't they have mauled me into nothing before the policeman came up?" retorted Simpson, impatiently. "Besides, do you think I want a riot, with explanations in a police-court? A fellow has to sing small in a scrape of this sort."

"In sum, then, you caved in, and paid the McDermotts their return journey?"

"Yes, with refreshments on the way. At the station old Allan was waiting for us, and he has given me four-and-twenty hours to reflect whether I will marry Lizzie or go to the churchyard."

"And what are you going to choose?"

"How the deuce is a fellow to choose?" exclaimed Simpson in exasperation. "Do you think it's so pleasant to have a family of Scotchmen running after you all over the country?"

The conjuncture was, in truth, serious, and we had to take Tutor into counsel. Tutor's face lengthened, but, while severely disapproving of Simpson, he said that marriage was a holy institution, and that a man should not be compelled to enter it by a blunderbuss. He went and stated as much to old Allan.

"Aweel, I dinna wish to spill blood unless I'm druven to it," was the dry answer he received; "but ye maun be sicker sure that onless that young dowp does justice to the lassie, he'll nae gang after another kirtle so lang as he lives."

"But to shoot Mr. Simpson would be murder," remonstrated Tutor, mildly.

"The loon wha took the poor mon's one little ewe lamb was doomed to dee, as Nathan the Prophet said," replied Allan, curtly.

"I am afraid we shall have to claim protection from the police," was Tutor's next observation.

But Allan's rugged, grey face expressed only contempt.

"Wha cares for the police? I've three braw laddies wha wulna let their sister's shame be poblished in Israel. Get ye gane, and tell the kern that he mauna think to escape our wraith by fleeing or wailing before the Fiscal."

"I will tell him that he has done wrong to trifle with your daughter, but we, his friends, will protect him against violence." And Tutor looked righteously combative as he thus spoke.

"Aweel, it's mair easy to say that than do it," rejoined Allan, quietly. "Maybe when ye see my sons, Jock, Donald and Andrew, raise the whole toon to stane your freand with stanes an' beat him with sticks till there's nae a sound bane in him, maybe ye'll think he'd a done better to marry the lassie."

Tutor drew a breath of perplexity, and returned to us rubbing his left ear. That old Allan meant murder was not sure; but the threat to have Simpson mobbed, stoned, and beaten was evidently to be taken word for word; and so it became a question for Simpson's consideration whether on the whole he would rather make Lizzie McDermott his wife, or take his chance of being exemplarily chastised. Tutor was judicious enough to add that he thought a certain modicum of punishment not unsuited to the merits of the case, and that if old Allan would consent to inflict but an ordinary beating he, for his part, should not object. Simpson, in disgust turned to us, his three friends, and asked whether we did not think four Englishmen were fit to cope with a mob of Scotchmen? hereon Tutor remarked that we might compute five Englishmen, for that he certainly would cope too, but whether with success was another matter.

Having said this Tutor sat down by the window, and looking out saw Lizzie McDermott seated outside the inn-door and crying as she shelled peas into an earthenware bowl. Being a worthy man he called our attention to this touching sight and moralised upon it. "After all," said he to Simpson, "is there any positive reason why you should not marry Miss McDermott?"

"I don't see any reason why I should," grumbled Simpson, in sullen mood.

"These is the prospect of a beating, and that is a very cogent reason," said Tutor.

"I think it's deuced hard lines that a fellow should be forced to marry under threat of a beating," declared Simpson, in a tone as though he would appeal to the whole of mankind for sympathy.

"Well, Lizzie is crying very wretchedly over those peas," said Tutor; "if you were a good fellow, Simpson, you would consider whether it is not possible to atone for the wrong you have done her."

"There! you're all turning against me now," exclaimed Simpson, growing furious. "Who told you that I wanted to wrong anybody? All I mean to say is that I won't go through the marriage-service like a dog who's afraid."

"Dogs don't go through the marriage-service," remarked one of us three, I forget whom.

"To put the question plainly—do you, or do you not, love Miss McDermott?" asked Tutor.

"Oh, I like her fast enough!" fumed Simpson, floundering about the room with his hair all rumpled; "but a fellow doesn't marry in that off-hand way; he wants time, reflection, and all that sort of thing. Besides, I want to take my degree, and they won't give it me if I marry without college leave."

"That is true; but if it is only a question of time, I think we can manage it," replied Tutor. "I will go and see McDermott," and he went downstairs again.

When old Allan saw that Simpson had ceased to be stiffnecked, he himself became less obdurate. If a promise of marriage within a reasonable time, say six months, was duly drawn up and signed before witnesses he would not object to delay, said he, especially if the delay had for its object the perfecting of Simpson's education; but he sternly warned this slippery lover that the fulfilment of the promise would be strictly exacted when the time came, and that ash-sticks and blunderbuss could reach him as easily six months thence as then. Simpson, who saw in delay potential release, answered civilly, and said that he should always be equal to the redeeming of his word. The promise was accordingly drawn up, and witnessed by us all (Allan and his sons included) the same evening; and the only objecting party was Lizzie herself, who wept and declared that she wasn't disposed to grant delays, but wanted to be married on the forthcoming Sunday. Old Allan had to threaten her with his stick before she would be reasonable.

And yet see what whirling feathers women are, for it was owing to Lizzie and no one else that the marriage did not take place at the time allotted! Two months after his return to Oxford, Simpson, who had been perforce keeping up a correspondence with his intended (old Allan being cognisant of the same, and approving), Simpson noticed that Lizzie's letters began to grow cold, then they became scarcer. At length they ceased, and three weeks passed without his receiving a line. At the end of that time he received an unexpected illustration of the proverb, "Out of sight out of mind," for news reached him that Lizzie had so far gone out of her mind as to transfer her affection to one stalwart Donald Shaw, a fisherman whom she clandestinely married one bright day, without paternal sanction. One of the McDermotts it was who, being bound to London on other business, stopped at Oxford on his way to bring Simpson tidings of this event; and, in restoring the Oxonian his written promise, this young Scotchman said, bluntly—

"Aweel, ye can gang to the de'il noo."

"Thank you," replied Simpson.

He did not bring an action for breach of promise against Mrs. Shaw.—*Family Fair.*

Intimations

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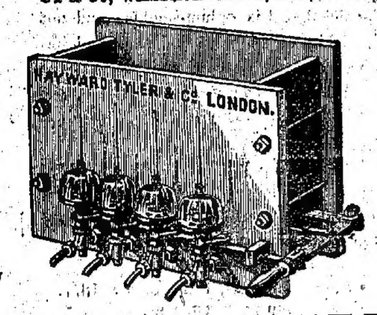

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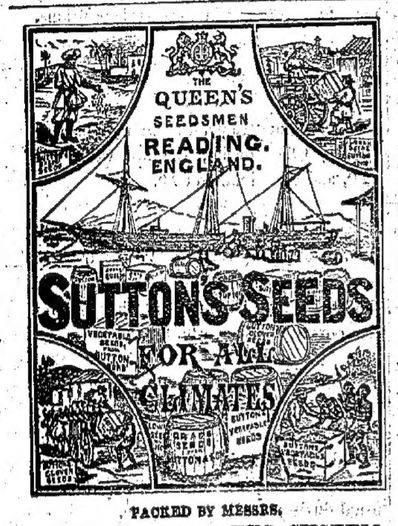

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Remedial uses and action.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it all hours and times when requisite. Thousands of persons testify to its marvellous good effects and wonderful cures, while medical men extol its virtues most extensively, using it in great quantities in the following diseases:—

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21ap77 1w 26t 20oc77

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Extract from a Letter

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This Phosphatic combination is pronounced by the most eminent members of the Medical Profession to be unequalled for its power in replenishing the vitality of the body, by its supplying all the essential constituents of the blood and nerve substance, and for developing all the powers and functions of the system to the highest degree.

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Agents.

Hongkong, October 8, 1877. oc15

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CONSIGNEES of Cargo by the above Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

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WIELER & Co.

Hongkong, October 12, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

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H. DU POUEY,
Agent.

Ex *Yangtsé*, 18th September, 1877.

S. P. 148 bags Stone, from Madras.

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M F & Co. (in diamond) T No. 1/10 10 „ „

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Total, 32 Packages.

Hongkong, October 5, 1877.

To-day's Advertisements.

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(By Special Request.)

THE 28TH REGT. AMATEUR DRAMATIC CLUB, will Repeat at the above Theatre, on FRIDAY NEXT, the 19th October,

The popular domestic Drama in Three Acts, by C. H. Hazlewood, Esq., Entitled

"JESSY VERE, OR THE RETURN OF THE WANDERER."

And the laughable Farce by T. J. Williams, Esq., Entitled

"MY TURN NEXT."

Between the pieces an old Favorite is to give a Song.

PRICES OF ADMISSION:

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Tickets can be obtained at Hongkong Hotel, Officers' Mess Sergeant 28th Regt., Sergeants' Mess, R.A., and 28th Regiment, from all Pay Sergeants, and at the Door on the night of Performance.

Doors Open at 8.30 p.m., to Commence at 9 p.m.

By kind permission of Lieut.-Col. C. A. S. Dickins, and Officers the Band of the Regiment will attend.

GOD SAVE THE QUEEN.

Hongkong, October 13, 1877. oc20

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"Bisnee Villa," Pok-foo-lum, Furnished.

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DAVID SASSOON, SONS & Co.

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Celterion, American ship, Captain W. Lull.—Siemssen & Co.

Woodville, British barque, Captain Nielsen.—Wm. Pustau & Co.

Alphington, British barque, Captain G. Cunningham.—Wieler & Co.

Corinne, British barque, Capt. Robertson.—Wieler & Co.

Cilurnum, British ship, Captain E. Shrewsbury.—Wieler & Co.

Melusine, German barque, Captain Th. Pflieger.—Melchers & Co.

Dartmouth, British barque, Captain Robertson.—Order.

Fenntowen, British steamer, Capt. J. H. von Bargen.—Chinese.

Lucia, British barque, Captain Crowley.—Adamson, Bell & Co.

Peruvian, British ship, Captain Berry.—Meyer & Co.

Dale, British steamer, Captain James Thompson.—Yuen Fat Hong.

Danube, British steamer, Capt. Clanchy.—Yuen Fat Hong.

Northern Star, British barque, Capt. J. Wortley.—Wieler & Co.

Trio, Dutch barque, Capt. T. Westerveld.—Siemssen & Co.

To-day's Advertisements.

FOR AMOY, TAIWANFOO & TAMSUI.

The Steamship *"TAIWAN,"* Captain M. Young, will be despatched for the above Ports on WEDNESDAY, the 17th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 13, 1877. oc17

FOR HAIFONG (DIRECT.)

The Steamship *"DALE,"* Captain J. Thompson, will be despatched for the above Port on WEDNESDAY, the 17th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 13, 1877. oc17

SHIPPING.

ARRIVALS.

Oct. 12, *Onward*, British schooner, 210, H. Morton, Coumong Sept. 21, Salt and Sugar.—Lane, Crawford & Co.

Oct. 13, *Brisbane*, British barque, 394, Huddleston, Haiphong Sept. 19, Rice.—Russell & Co.

Oct. 13, *Deutschland*, German barque, 269, Telmann, Newchwang Oct. 3, Beans.—Arnhold, Karberg & Co.

Oct. 13, *Trio*, Dutch barque, 263, Westerveld, Newchwang Oct. 3, Beans.—Siemssen & Co.

Oct. 13, *Norna*, British steamer, 606, Walker, Swatow Oct. 12, General.—Kwok Acheong.

Oct. 13, *Yangtsze*, British steamer, 782, Schultze, Shanghai Oct. 10, General.—Siemssen & Co.

Oct. 13, *Juan*, British steamer, 1019, W. Levie, Shanghai Sept. 15, via Foochow Oct. 11, Tea.—Wm. Pustau & Co.

Oct. 13, *Taiwan*, British steamer, 408, M. Young, Tamsui Oct. 10, Amoy 11, and Swatow 12, General.—Douglas Lapraik & Co.

DEPARTURES.

Oct. 13, *Ningpo*, for Shanghai.

CLEARED.

Peruvian, for Moulmein.
Emuy, for Amoy and Manila.

PASSENGERS.

ARRIVED.

Per *Yesso* (additional), from Amoy, Mr Budler.

Per *Norna*, from Swatow, 200 Chinese.

Per *Yangtsze*, from Shanghai, 51 Chinese.

Per *Taiwan*, from Amoy, &c., 8 Chinese.

DEPARTED.

Per *Ningpo*, for Shanghai, 8 Cabin.

SHIPPING REPORTS.

The British steamer *Juan* reports: Strong N.E. winds throughout.

The British schooner *Onward* reports: First sixteen days light airs and calms, latterly strong N.E. gales and high sea.

The British barque *Brisbane* reports: First part light variable winds and fine weather, latter part strong N.N.E. and E.N.E. winds and high turbulent sea.

The German barque *Deutschland* reports: N.E. winds and fine weather throughout the passage.

The Dutch barque *Trio* reports: Moderate N.E. and Northerly winds throughout with fine weather until the 11th, when had strong winds and heavy sea.

The British steamer *Yangtsze* reports: First part fresh N.N.W. winds for 24 hours, and then moderate northerly winds to arrival. Passed S.S. *Amoy* off Fisherman's Group bound north.

The British steamer *Taiwan* reports: Tamsui to Amoy had light and moderate N.N.W. winds and smooth sea, Amoy to Breaker Point fresh N.E. winds and rough sea, and thence moderate N.E. winds and sea. In Tamsui:—H. M. S. *Magpie*, and S. S. *Hailoong*. In Swatow:—Strs. *Spartan* and *Namoa*.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For HAIPHONG.—

Per *GOLDEN HORN*, at 9 a.m. To-morrow, the 14th inst.

Per Schooner *MIGNON*, at 11.30 a.m., on Monday, the 15th inst.

For MANILA.—

Per Barque *LUCIA*, at 8.30 a.m., on Monday, the 15th inst.

For SHANGHAI.—

Per *HOWSANG*, at 9.30 a.m., on Monday, the 15th inst.

For SINGAPORE.—

Per *JAVA*, at 2.30 p.m., on Monday, the 15th inst., instead of as previously notified.

For SWATOW, AMOY & FOOCHOW.—

Per *YESSO*, at 5 p.m., on Monday, the 15th inst.

For STRAITS SETTLEMENTS AND CALCUTTA.—

Per *ARGYLL* and *JAPAN*, at 2.30 p.m., on Thursday, the 18th inst.

MAILS by the French Packet.—

The French Contract Packet *YANGTSZE* will be despatched from Hongkong on THURSDAY, the 18th October, with Mails to and through the United Kingdom and Europe, *viâ Marseilles*; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 17th September.—

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, 18th September.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

to

11.30 a.m., when the Post Office Closes entirely.

Hongkong, October 6, 1877. oc13

POST OFFICE NOTIFICATIONS.

MAILS by the United States Packet.

The United States Mail Packet *CITY OF PEKING* will be despatched on WEDNESDAY, the 24th October, with Mails for Japan, San Francisco, and the United States, which will be closed as follows, instead of as previously notified:—

11 a.m. Registry of Letters ceases.

11.30 a.m. Post-Office closes.

11.30 a.m. Correspondence *for Japan the United States, or Union Countries only* may be posted on board the Packet with Late Fee of 12 cents extra Postage until

11.50 p.m. when the Mail is finally closed.

Hongkong, October 8, 1877. oc24

MAILS by the English Packet.—

The English Contract Packet *GEELONG* will be despatched with the Mails for Europe, &c., on THURSDAY, the 25th Instant.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 24th Inst.—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Thursday, 25th Inst.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., *Letters* may be posted with Late Fee of 18 cents extra Postage till

to

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom *Via Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

to

11.50 a.m., when the Mail is finally closed.

Hongkong, October 12, 1877. oc25

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left.	*Name.*	*From.*	*Remarks.*
Feb.			
5,	Carrizal,	Cardiff (Brest Feb. 23	
Mar.			
17,	D. McB. Park,	Sunderland v. S'pore	
—	Astrea,	New York	
19,	Cygnus,	Cardiff	for Canton
22,	Birling,	Cardiff	
27,	Fortuna,	Antwerp	
Apr.			
8,	Rota,	Cardiff	
13,	Vega,	Hamburg	
May			
8,	Staghound,	Liverpool	
10,	David,	Antwerp	
11,	Naworth,	Antwerp	
12,	Chandos,	Cardiff	
13,	Alstra,	Melbourne	
15,	Sophia,	Liverpool	
26,	Martha Jackson,	Penarth	
26,	Alexandra,	Liverpool	
27,	Kate Carnie,	London	
30,	C. R. Bishop,	Falmouth	
June			
4,	Melbrek,	London	
4,	Fangh-a-Ballagh,	London	
4,	Rhuddlan Castle,	Cuxhaven	
7,	Ferdinand Brumm,	Portsmouth	
9,	Elmstone,	London	
11,	Candidate,	Cardiff	
14,	Denbighshire,	Cardiff	for Amoy
14,	Helicon,	Cardiff	
17,	Oneida,	Cardiff	
18,	Henry Lippett,	New York	
19,	City of Halifax,	Cardiff	
19,	Lord of the Isles,	London	
21,	Clara,	Penarth	
28,	Cuba,	Penarth	
July			
2,	Northampton,	Baltimore	
7,	City of Limerick (s.),	London	
10,	Agamemnon (s.),	Liverpool	
10,	Niagara,	Cuxhaven	
11,	Horsa,	Liverpool	
13,	Jessie Jamieson,	Cardiff	
14,	Abernyte,	Liverpool	
18,	Carl Ritter,	Cardiff	
25,	Globe,	Deal	
30,	Ferdinand,	Cardiff	
31,	R. C. Rickners,	Newport	
31,	Andreas,	Hamburg	
Aug.			
9,	Anchises (s.),	Liverpool	
10,	Papa,	Cardiff	
11,	North Star,	Cardiff	
11,	E. P. Bouverie,	Penarth	
14,	Regulus,	Cardiff	
14,	Moss Glen,	Penarth	
14,	Patrie,	Cardiff	
15,	Cashmere,	Liverpool	
17,	John Potts,	New York	
18,	Benarty (s.),	London	
19,	Felix Mendelssohn,	London	
22,	Hotspur,	Antwerp	
27,	Charger,	Liverpool	
28,	Glaucus (s.)	Liverpool	
28,	India	Hamburg	

AT SHANGHAI.

May			
2,	Goodell,	New York	
10,	Norman Court,	Gravesend	
June			
4,	Hermann,	Deal	
9,	Birchvale,	London	
8,	Navesink,	New York	
14,	Adolph,	Cuxhaven	
30,	Hopewell,	Glasgow	
July			
8,	Leander,	London	
11,	Golden State,	New York	
17,	Belle Morse,	New York	
Aug.			
4,	Titania,	London	
10,	Mikado,	London	
14,	Rosetta McNeil,	San Francisco	
26,	Rutlandshire,	London	

AT AMOY.

Mar.		
16,	Bessie Morris,	Swansea
23,	C. F.,	Cardiff
27,	Maxima,	Swansea

AT CHEFOO.

Mar.		
7,	Alcestis,	Cardiff (Spk'n June 24
25,	Babylon,	Newcastle (N.S.W.)

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Radnorshire.	Glenfinlas.
Gordon Castle.	Fleurs Castle.
Parsee.	Zanzibar.
Bertha.	Glenlyon
State of Alabama.	

Sailing Vessels.

Johann Smidt.	Harkaway.
Agnes Moll.	

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES:—

St. John's Cathedral.—The Right Reverend Bishop Burdon; The Rev. E. Davys, Acting Colonial Chaplain. At 11 a.m., Morning Prayer, &c.

Military Service.—Rev. J. Henderson, acting Military Chaplain. At 8 a.m., Morning Prayer, &c.

Union Church.—Minister, Rev. James Lamont. Morning Service, at 11 a.m. Afternoon, 6 p.m.

St. Peter's Seamen's Church.—Rev. J. Henderson. Service at 6 p.m., every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

St. Stephen's Mission Church.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer:—Litany, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

Berlin Foundling House.—Service in the German language, by Pastor E. Klitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

MEMOS. FOR MONDAY.

Shipping.

3 p.m.—*Java* leaves for Singapore.

Goods per *Japan* undelivered after this date subject to rent.

Amusements.

8.30 p.m.—Entertainment at Temperance Hall, Stanley Street.

9 p.m.—Illusionists' Performance at the City Hall.

General Memoranda.

Tuesday, October 16—

Daylight.—*Yesso* leaves for Coast Ports.

Wednesday, October 17:—

Daylight.—*Taiwan* leaves for Formosa.
Daylight.—*Dale* leaves for Haifong.

Thursday, October 18:—

Noon.—French Mail leaves for Ports of Call and Europe.
3 p.m.—*Japan* leaves for Singapore, &c.
3 p.m.—*Argyll* leaves for Singapore, &c.
9 p.m.—Meeting of Victoria Lodge.

Friday, October 19:—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.
9 p.m.—Amateur Dramatic Club Performance at the Garrison Theatre.

Wednesday, October 24:—

Noon.—American Mail leaves for Yokohama and San Francisco.

Thursday, October 25:—

Noon.—English Mail leaves for Ports of Call and Europe.

Thursday, November 1:—

Ocean leaves for Cooktown, &c., on or about this date.

Thursday, November 8:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

☞ *The publication of this issue commenced at 7.15 p.m.*

BIRTH.

At Hongkong, on the 12th October, the Wife of Mr Hte. du Pouey, of a Son.

DEATH.

At Foochow, on the 1st October, John Morton Beaumont, M.D.

THE CHINA MAIL.

HONGKONG, SATURDAY, OCT. 13, 1877.

We must confess our inability to grasp the sense of the remarkable telegram, which we publish in another column, giving or professing to give the essence of the Chinese Minister's reply to a deputation of Quakers that had waited upon him in London. Kwoh, it is said, "laid great stress on the fact that it is opium and not the lekin duties that moderates and impoverishes the Chinese and prevents the purchase of foreign goods." It would be interesting, in the first place, to know what is meant by the expression "moderates the Chinese." A "moderated celestial" would be rather an innovation in the designations for the sons of Han. It is quite true the Chinese are moderate enough in everything excepting opium-smoking, consequently it would seem more correct to refer to this vile habit not as the cause of their moderation but their immoderation. That opium-smoking impoverishes the Chinese more than the lekin taxes may or may not be a fact, but to say that it is opium-smoking and not the lekin duties that work the mischief—which is almost equivalent to asserting that the lekin duties do not press upon the Chinese at all—is simply talking nonsense. Anything in the shape of taxes must necessarily tend to the impoverishment of a people, and taxes, levied with the recklessness and dishonesty of Chinese officials, not only impoverish the people to the extent of the actual money or produce taken from them, but also further impoverish them by the ruination of trade. The statement that opium-smoking prevents the purchase of "foreign goods" is also nonsense on the face of it. Opium-smoking is the sole cause of the expenditure of about £6,000,000 a-year in one foreign commodity alone, namely opium. That lekin and opium, in absorbing the substance of the people, prevent the purchase of other foreign commodities than opium we can very well believe, but all the persuasive powers of the Chinese Minister will be needed to convince us that opium-smoking and not the heavy and oppressive exactions levied on all foreign and native goods by Chinese officials is the real impediment in the way of foreign trade.

The prohibitory measures to be adopted by the Chinese Government in regard to opium-smoking are, we presume, those discussed in this journal several months ago, when the Chinese Government, at the instigation of the Chinese Minister in England, published a decree in the *Peking Gazette* ordering steps to be taken at the end of three years to put an immediate stop to the habit—at least in official circles—throughout the empire. It remains to be seen whether this decree will be the simple farce that others of a similar nature have proved. Year after year, for instance, the Peking Government has fulminated edicts against the growth of the poppy, and at the same time winked at the existence of poppy fields. No doubt, the Government in its present enfeebled state would find the suppression of opium-smoking a herculean, if not an utterly impossible, task, but there can be no question that it is perfectly equal to the task of preventing the cultivation of the poppy in China. It is notorious that the Peking authorities have never made an earnest effort to prevent the growth of the plant on Chinese soil, and we very much doubt if at the present time they would be willing to sacrifice the revenue derived from the importation of the drug for the sake of excluding foreign opium from the kingdom. The *Peking Gazette* of the 26th September last year, contained, we believe, the last decree against the cultivation of opium. In this decree the Governors of all the provinces were directed to issue stringent instructions to their subordinates requiring them to use active efforts to suppress the growing of the poppy, and in the event of their commands being disregarded the district officials were to be denounced for punishment. And yet who has heard since of a single instance of an attempt to check the growth of the plant? Two years previously a precisely similar decree was issued, ordering, as in the case of the one to which reference has just been made, that efforts should be put forth to enforce the standing interdict against poppy growing. It is a well-known and undoubted fact that the Chinese poppy fields have increased to an enormous extent since 1874. The whole matter seems to show that decrees of this kind are merely issued to bolster up the professions of the Chinese Government in regard to the foreign drug, and the excessive duties they are permitted to impose upon it.

The Chinese Minister is also reported to have stated that "it was considered desirable to dissuade the Shanghai Chamber of Commerce from opposing the promulgation of the Chefoo Convention." Our London Correspondent referred to this subject in his two last letters, and as little or nothing is known here of what the Shanghai Chamber intends doing in the matter, his remarks may be worth reproducing. "I understand," he stated in his first letter, "that there is a likelihood that the London Committee of the Chamber of Commerce at Shanghai will be moving with regard to the former portion of the Chefoo agreement so soon as people begin to return again from the country; but they will not be able to do anything likely to have any practical effect until after the opinion of the Indian Government with regard to it has been obtained. It is to be hoped that the Indian Government will move a little more rapidly than that here, or another two or three years will assuredly elapse before this wonderful business is brought to a conclusion." His second reference to the matter was merely a confirmation of the first.

We learn that in reference to the taxation at the Cap-sui-moon Station, of cattle, vegetables and other articles of food brought to Hongkong in Chinese junks, the Hoppo has recognised the illegal nature of the imposts, and has sent orders that all articles of food are not in future to be taxed. He has, moreover, directed that the officers who have been exacting these illegal taxes be reported to him and punished. He issued a proclamation on the 10th inst., prohibiting the exaction of any levy on articles of food or upon anything that is not dutiable. Perhaps the prospect of having his income curtailed by the placing of the Customs Stations under the supervision of foreigners, as proposed in some quarters and to which we lately referred, has induced the Hoppo to check these proceedings of his underlings.

REUTER'S TELEGRAMS.

[Supplied to the "China Mail."]

(Via Southern Route.)

London, 10th October, 1877.

The Chinese Minister, in reply to a deputation of Quakers, lays great stress on the fact that it is opium-smoking and not the lekin duties that moderates and impoverishes the Chinese and prevents the purchase of foreign goods, and states that the Chinese Government intend to adopt prohibitory measures.

His Excellency also said it was considered desirable to dissuade the Shanghai Chamber of Commerce from opposing the promulgation of the Chefoo Convention.

London, 11th October, 1877.

THE WAR.

The Empress of Russia is expected at Bucharest.

According to an Official Russian despatch, the Turkish General Ahmed Muktar Pacha has abandoned his positions including Kazil Tepe: the Russian troops actively pursued and have advanced their positions.

LOCAL AND GENERAL.

The maximum temperature at the Harbour Master's Office during the last week was 84.0, and the minimum 69.0.

The M. M. str. *Amazone* left Saigon at 4 p.m., and passed Cape St. James at 9.15 p.m. yesterday (12th) for this port; and the M. M. str. *Yang-tse* left Shanghai for this port at 4 p.m. yesterday.

The owners or agents of sailing ships bound for Manila, Bangkok, Pakhoi, Hoihow, Haifong, &c. (short voyages South of Hongkong), will oblige by giving notice of the time of sailing to the Post Office as usual during the N. E. monsoon.

Mr Cheung Leung, first Chinese Interpreter in the Registrar General's Department, left to-day in the *Ningpo* for Shanghai to join the Chinese Mission to Japan, attached to which he has been engaged as one of the Interpreters. The salaries for the different members of this Embassy, from the Envoy downwards, are somewhat lower than those fixed for other Embassies, owing to the proximity of Japan to China. The salary of an Interpreter in this Mission is 1,500 taels a year, against 2,400 taels in other missions.

We are told that a grand review of the junks of war of the Cantonese Navy will take place near the Bogue Forts on the 15th inst. Orders have been sent to all commandants who have charge of vessels of war to send them to Fumoon for review by the Admiral of the Kwangtung Fleet, and the Tartar General, who will leave Canton for the scene of the review on the 14th. The Commandant of Chinese Kowloong has taken his fleet of some half a dozen copper-bottomed junks to join in the display.

We beg to acknowledge the receipt of two new publications—*The Picturesque Tourist*, being a handy guide round the world, and the *Amoy Tide Tables for* 1878, showing the time of high water at Amoy and various other points on the China and Formosan Coast. The first work is published by Messrs Lane, Crawford & Co., and is profusely illustrated and well furnished with maps. It contains much useful information, for those journeying round the world for pleasure, giving hints as to the best routes, best hotels, in and between America, Canada, Japan, China, Australia, India, and other countries, besides a short description of most of the important places encountered *en route*.—The Tide Tables, which are by "Abacus," contain in addition to the contents already enumerated a "Coast Itinerary," and altogether are a cheap dollar's worth to those requiring such a work. They are published by Messrs De Souza & Co.

The price of rice in and around Canton is beginning to tell seriously on the poor people. The rice crops in the districts inundated by water are simply nil, and the Canton authorities are devising means to relieve the needy by placing at their disposal rice at a cheap rate. For this purpose, the Viceroy directed $100,000 to be spent on the importation of rice to Canton from Shanghai and Chinkeang. Mr Chun Sui Nam, and a Prefect named Pang Nam Ping, left last Saturday (6th) with the necessary funds for Shanghai and Chinkeang by the *Yung Ching*. Following this, the Provincial authorities, as an encouragement to merchants to import rice to Canton, issued a proclamation on the 7th remitting all Lekin tax on rice that might be imported. Intending importers are to apply to the Provincial Treasurer for certificates of exemption, each to cover 2,000 piculs, but those who import more largely can apply for more certificates. The remission of Lekin will continue for three months. At the same time the export of rice from Kwangsi to Kwangtung is exempted by the Kwangsi authorities from payment of half the usual amount of Lekin, while its